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EXTRACTS

RELATIVE TO THE

FISHERIES

K. Great Brit. Commons, House of

ON THE

NORTH WEST COAST OF IRELAND,

FROM THE SEVERAL

REPORTS OF THE COMMITTEE

OF THE

BRITISH HOUSE OF COMMONS,

APPOINTED TO INQUIRE INTO THE

STATE OF THE BRITISH FISHERIES,

AND FROM THE

PUBLICATIONS OF MR. KNOX, DR. ANDERSON,

AND OTHERS:

WITH SOME OBSERVATIONS, AND AUTHENTIC PAPERS, TO CORROBORATE WHAT IS THERE ASSERTED, OF THE ADVANTAGE OF ESTABLISHMENTS ON THE

NORTH WEST COAST OF IRELAND,

FOR THE PURPOSE NOT ONLY OF

CARRYING ON THE IRISH HOME FISHERY,

BUT LIKEWISE THOSE OF

GROENLAND, NEWFOUNDLAND,

AND ICELAND.

LONDON:

PRINTED BY T. RICKABY.

M,DCC,LXXXVII.

by the Rt. Hon. Wm. Burton Conyngham.

BRITISH MUSEUM

THE Friends of Ireland, not only with a view to their own Intereſts, but with that of increaſing the Naval Strength of the Empire, are earneſtly requeſted to promote the ESTABLISHMENT *of* COMPANIES *on the* North Weſt *and* Weſtern Parts *of* Ireland:——*As there is no doubt that the* Home Fiſheries, *on the Coaſts of that Kingdom, may, by Britiſh Capitals and Commercial Knowledge, be rendered a ſurer Source of* WEALTH *and* STRENGTH *to the Britiſh Empire, than ever were their Foreign Fiſheries to that of the United Provinces.*

EXTRACTS, &c.

THE Subſcription entered into by the noblemen and gentlemen of Scotland, for the purpoſe of extending the Fiſheries and improving the Sea Coaſts of that kingdom, does them the higheſt honor. The hardy Highlanders, who have hitherto been only known when war called them forth to fight the battles of the Empire will contribute other, and far ſuperior advantages to her ſtrength when they ſhall be collected in towns, taught the benefits of ſociety and commerce, and induced to take advantage of the wealth that is offered them by the ocean in the great ſhoals of fiſh frequenting their coaſts.

It would be happy for Ireland if the ſame ſpirit was diffuſed amongſt the gentlemen of that kingdom, reſiding in England, and it is the more ſurprizing that nothing of that ſort has been attempted, as whoever reads the report of the committee of the Britiſh Houſe of Commons on the Fiſheries in 1785; and the various pamphlets that have been publiſhed with a view of ſtimulating our neighbours to undertake this great object, muſt ſoon be convinced of the ſuperior advantage of carrying on the Fiſheries on the coaſts of Ireland. The moſt convincing proof of which is, that ſince the alteration of the law impowering the bounty veſſels to fiſh in any of the neighbouring ſeas, the Britiſh veſſels have moſtly deſerted the coaſt of Scotland, and take their fiſh on the coaſts of Donegal and Mayo.* Part of the local difficulties ſo much complained of

* See the memorial of the convention of the Royal Boroughs of Scotland, and the Inſpectors Return of the veſſels aſſembled at the Fiſhery at Roſſes from 1782 to 1786, inſerted at the end.

in Scotland, are removed by the ſpirit and activity of the gentlemen reſident on that coaſt, roads are every where made to communicate with the interior country. Accommodations are provided there for ſtrangers, ſtores built for curing of fiſh, docks for repairing ſhips eſtabliſhed, and nothing is wanting to this moſt important object but *Capitals* conducted by the mercantile genius of Great Britain.

For the general advantages ariſing from ſpeculation in the Fiſheries, the great number of veſſels fitted out for the Newfoundland Fiſheries, and the Northern and Southern Whale Fiſheries, are ſufficient evidence; but that our home Fiſheries may be carried on by the ſame capitals to ſtill greater advantage is proved by the late publications of Meſſrs. Knox and Anderſon, and by the evidence laid before the Britiſh Houſe of Commons, in 1785.—From theſe evidences, which are the more convincing from their not having been compiled with an intention to promote the Iriſh Fiſheries, we ſhall collect ſuch an aſſemblage of facts, as will, we truſt, encourage an equal zeal to promote the Iriſh Fiſheries, with this additional inducement, that the adventurers in theſe Fiſheries, beſides the ſatisfaction of rendering ſuch eſſential ſervice to their country, will have the almoſt certain proſpect of making their own fortunes.

We ſhall firſt begin with extracts from the publication of Mr. Knox, as follows:—

'Ireland had remained in a ſtate of nature, without arts, 'manufactures, commerce, fiſheries, or ſhipping, till the reign 'of Charles the ſecond, when the Duke of Ormond in his 'inſtructions to the council of trade in 1664, thus expreſſed 'himſelf: "You are to conſider by what means the fiſhing "trade may be moſt improved in the kingdom of Ireland."— 'But neither the fiſheries, nor any other branch of com'merce, was proſecuted effectually, till about the year 1750; when

'when a conſiderable number of the nobility, gentry, and 'clergy, incorporated themſelves by royal charter, under the 'name of *The Dublin Society for improving of huſbandry, and 'other uſeful arts.* This ſociety, being liberally endowed by 'Parliament, diffuſed a ſpirit of inquiry, induſtry, and enter-'prize, over great part of the nation, particularly the North, 'where the linen manufacture hath arrived at an incredible 'height.

'The riſe of the Fiſheries is of a much later date, owing to 'the inefficacy of premiums, inſtead of tonnage bounties, 'the only mode by which the Fiſheries of theſe kingdoms can 'be carried on for a permanency to any conſiderable extent.

'In the year 1764, the Iriſh Parliament, conſidering this 'buſineſs as an object of national importance, began to frame 'ſuch laws, and to grant ſuch aids, as the nature of the Fiſheries 'ſuggeſted, liberal, judicious, and flattering.' "Every mat-"ter relative to the Fiſheries," ſaid they, "ought at once to "be rendered as efficacious and permanent as the nature of "things and our preſent inſight will permit. The hitherto "greateſt impediments to the progreſs of the Britiſh Fiſheries, "carried on from Scotland, have been owing to the ill-cal-"culated laws, reſtrictions, and duties, laid upon ſalt, uſed in "curing of herrings. Let not, therefore, inſignificant ſalt "duties be a ſtumbling-block with us, as we have ſeen the "abſurdity in others; let ſuch proviſion be made at ſtarting, "as may prevent any ſuch accident from blaſting the firſt pro-"greſs of the Iriſh Fiſheries,"

'The fiſh that frequent the Iriſh ſhores are generally the 'ſame ſpecies as thoſe upon the Engliſh coaſt, the pilchard 'excepted, whoſe reſort is to the Eaſt ſide of Cornwall, and 'no where elſe in the Britiſh ſeas.

'Previous to a detail of thoſe Fiſheries, the following geo-'graphical ſketch of that kingdom and its ſhores may be 'deemed expedient by Britiſh readers.

'The comparative dimenſions of Ireland to Great-Britain, 'in ſtatute miles, is thus, viz.

	Miles.
'England and Wales, with their iſlands, -	49,450
'Scotland, with the three diviſions of iſlands -	27,794
Size of Great-Britain, - - -	77,244
'Ireland, with the iſles, - -	27,457

'Being nearly equal to Scotland, and above one third of 'the ſize of the two Britiſh kingdoms.

'Ireland is ſituated on the Weſt ſide of Britain, from which 'it is ſeparated by a narrow ſea, called the Iriſh Channel. It 'is environed by the Atlantic Ocean on the South, Weſt, and 'North, between which and America there is no intervening 'land, which gives it an eaſy communication with that great 'continent, the Newfoundland Fiſheries and the Weſt-'Indies.

'The Eaſt coaſt of Ireland is upon the whole intermixed 'with hills of no ſtriking height. It is a rich champain 'country, producing abundance of grain, both for home de-'mand and exportation; but its Fiſheries, at no time conſide-'rable, have of late fallen off, inſomuch that Dublin, though 'ſituated at the bottom of an extenſive bay, is partly ſupplied 'with white fiſh from the Hebride Iſles. The northern part 'of Ireland, facing Scotland, and alſo the weſtern ſide, lying 'upon the Atlantic, is in general mountainous, and more 'proper for grazing than tillage. The whole range of coaſt 'from Belfaſt Loch, to the North-Weſt-Leape, called Fair 'Head, and from thence to Mizenhead, on the South-weſt, is 'lofty, frequently perpendicular, waſhed at the baſe by the 'Atlantic, much expoſed to the northern and weſtern winds, 'but happily indented by lakes and bays, which penetrate far 'into the country between the ridges of the mountains, ſimi-

'lar

'lar to the Scottiſh lakes, and affording ſhelter to navigation, 'as well as conſiderable fiſheries.—In this arrangement, we 'perceive the provident care of the Author of Nature, both 'upon the European and American continents. Where the 'ſoil affords a ſcanty ſubſiſtance to the inhabitants, the ſea is 'rich, as in Scotland, Norway, and Iceland, in Europe. 'Nova Scotia, Newfoundland, and Labradore, in North-'America. The principal Iriſh Fiſhery is that of the her-'rings, who, after having cleared the Scottiſh ſhores, pay 'an annual viſit to the lakes of Donegal, into which they are 'driven with a north-weſt wind, by the heavy ſwell of the 'Atlantic. The principal Fiſheries are in Loch Swilly, the 'Roſſes, Killeybeggs, and Inverbay, on the coaſt of Donegal. 'An inferior kind of herrings are occaſionally taken on the 'coaſt of Sligo and Mayo,* as far ſouthward as Broadhaven. 'The Fiſhery at Inverbay begins in July, and continues till 'the beginning, ſometimes the end of September.

'The herrings are ſmall, and have not hitherto been cured 'for exportation.† The other Fiſheries commence in No-'vember, and end in January. The ſhoals that enter the 'lochs within this period exceed credibility;‡ the whole

'coaſt

* For ſeveral years paſt ſhoals of the fineſt herrings have frequented the coaſts of Mayo and Galway, particularly in the Bays of Broadhaven, Black Sod, Newport Bay, and the Hilleryes.

† A Red herring houſe and ſtoves have been erected on Mr. Conyngham's eſtate at Mount Charles, and ſeveral cargoes ſent to Leghorn, where they obtain a higher price than the Engliſh herrings.

‡ The Inſpector's certificate of the quantities taken in 1785, at Roſſes, is inſerted as follows, to prove the fact:

'I certify, that in the fiſhing ſeaſon, 1785, there were at the Roſſes 'Fiſhery 339 veſſels, which amounted to 16,245 tons, upon an average '4000 of the Roſſes herrings are equal to one ton, and one ton of theſe her-'rings would fill 10 barrels, at the rate of 400 herrings to a barrel, that a-'mounts to 162,450 barrels; but to make the quantity of herrings caught

'rather

'coaſt is then in motion, fiſhermen, farmers, and mechanics, 'are all buſily employed day and night, while the buſſes from 'the trading towns of the kingdom are continually arriving, 'loading, and departing; being under no reſtraints whatever, 'they either fiſh, or purchaſe from the country boats, as ſeems 'moſt convenient to themſelves, or their owners. When the 'fiſhery is good, they load in a few days, and immediately 'proceed with their cargo, agreeable to their inſtructions. 'They return immediately to the fiſhing ground, thus avail-'ing themſelves of the bounteous gifts of providence, while 'the Britiſh veſſels are obliged to remain three months, or 'until they have procured a cargo by means of their boats 'only. Such a diſtinction gives the Iriſh a decided advan-'tage over the latter, as the law now ſtands, both in reſpect 'to the quantity of herrings cured, and the early ſupply of 'the home, and foreign markets.

'The herrings taken by the Britiſh veſſels are, however, 'preferred by the merchants, on account of their being gutted,

'and

"rather under than over the numbers, I deduct 2000 tons from the above "16,245, which reduces the tonnage to 14,245, at 400 herrings to a bar-"rel, it appears that, if all the herrings that were caught at the Roſſes "fiſhery in the year 1785 had been put into barrels, they would have filled "142,450 barrels.——Given under my hand at Rutland this 8th day of "May, 1786.

(Signed) ALEX. BRICE, *Inſpector of the Fiſheries.*

Port Glaſgow, March and April, 1786. "In regard to the number of "buſſes or veſſels that were employed in fiſhing and buying herrings on the "Iriſh coaſt, this ſeaſon, they are not over rated at 500; the fiſhing boats "are under rated at 2000. Certainly the quantity of herrings that went to "England, Wales, Scotland, the Iſle of Man, and the Weſt Indies, were "far above 150,000 barrels, beſides what the Iriſh uſed at home. I have "this account from judicious maſters of veſſels, who were upon the fiſhing "ground this preſent year 1786."

KNOX's *Conſideration on the Northern Fiſheries.*

'and cured in barrels of 32 gallons.* The Iriſh ungutted 'herrings, on the other hand, are, in ſome parts of the coaſt, 'ſalted in holes dug in the earth, till the fiſhers have an 'opportunity of ſelling them to the buſſes; they are then 'packed, or piled up in the hold of the veſſel, and are thus 'carried to Cork, and other ports, where they are put into 'barrels of 28 gallons, and exported to the Weſt Indies.

'Of the winter herrings taken in Loch Swilly, 500 will 'fill a barrel; and of the early herrings, 800.

'† A veſſel of 100 tons hath two boats, from 19 to 21 feet 'keel, 7 feet 4 inches broad, and 3 feet 4 inches in depth; 'the expence of building, 19l. each. The nets are 120 'fathom long at the rope, and 7 feet deep. It ſometimes 'happens that the want of a ſufficiency of buoy rope is the 'reaſon why country fiſhermen are often unſucceſsful, though 'immediately above the herrings.§

'The herrings imported from Scotland are generally pur-'chaſed at 20s. per barrel, and conſumed at home. Thoſe from 'Sweden, being greatly inferior, were purchaſed in Ireland, at '14s. per barrel of 36 gallons, and exported to the Britiſh Weſt 'Indies. In 1777, the Iriſh Parliament laid a duty of 4s. 'on every barrel of Swediſh herrings, which, on account of 'the extreme cheapneſs of thoſe herrings, and the magnitude 'of the barrel, was found inadequate to the national object 'of promoting the Iriſh Fiſheries: the parliament, therefore,

* This was the caſe formerly when there were few veſſels reſorting to the coaſt to purchaſe herrings. But, notwithſtanding the vaſt increaſe of boats and nets, there is ſuch a demand for the freſh herrings, that the inhabitants find it anſwers much better to ſell them freſh, than to ſalt them.

† Few Iriſh veſſels think it worth while to carry boats and nets, but depend on purchaſing from the country boats.

§ The great progreſs of the Iriſh herring Fiſheries, during the laſt thirty years, will be ſeen in a correct account of exports and imports from the year 1754 to 1786, given at the end of this preſent publication.

'in

' in 1785, extended the duty to 10s. per barrel, which if no
' drawback is allowed on exportation, will operate effectually
' in favour of the natives.*

' The price will be generally thus:

' Swedish herrings from Gottenburg, from 7s. to 9s.

	£.	s.	d.
' Average prime cost,	0	8	0
' Freight,	0	5	0
' Duty in Ireland	0	10	0
		1	3 .. 0
' Scottish herrings delivered in Ireland	1	0	0
' Duty	0	1	0
		1	1 .. 0

' Irish herrings from 16s. to 20s.

' The average 0 .. 18 .. 0

' The Parliament have also granted a bounty of 2s. per
' barrel † on Irish herrings exported, which with the small
' size of their barrel, the low price of salt, and the advan-
' tages arising from the certain arrival of the shoals annually
' on a small tract of coast, must enable the Irish merchants to
' engross the West India market, unless adequate encourage-
' ments shall be speedily given in aid of the British Fisheries.

' Of the Irish white Fisheries.——These are chiefly cod,
' ling, hake, coal fish, and haddock. In these Fisheries, the
' Irish are very expert, being trained thereto by their fishing

' on

* This has had the desired effect; and it is believed that few, or no herrings are imported from Gottenburgh.

† This is encreased to 2s. 10d½, and a drawback on salt of - - 4d.

Making together 3s. 2d½.

' on the banks of Newfoundland, as well as the bays of that ' iſland: to which Fiſheries ſome thouſand Iriſhmen reſort ' every ſeaſon, and from whence they return with a ſmall ' pittance to their families.

' White fiſh abound on the Weſt Coaſt of Ireland; but the ' banks have not been ſufficiently explored; and no fiſhery ' hath yet been eſtabliſhed with ſucceſs. Of theſe Banks and ' Fiſheries, the following particulars, communicated by Sir ' Lucius O'Brien in the Iriſh Houſe of Commons, ſeem ' highly intereſting, both to Britiſh and Iriſh ſubjects. This ' patriotic ſenator, after explaining the nature of the New- ' foundland fiſhery, for which the ſituation of Ireland is well ' adapted, proceeds thus:

" And now let me appeal to any man, and aſk, does he " know another trade ſo likely to produce profit as this " fiſhery from Ireland, or on which ſo many encouragements " have been accumulated in ſo ſhort a period? If the landed " men ſhall conſider it in its proper light, not only as pro- " viding a ſtrength and defence for the whole empire, but as " ſecuring employment for their people, and certain markets " for every production of their eſtates; and if ſuch conſide- " rations ſhall induce them either to become joint adventu- " rers, or otherwiſe to aſſiſt with capitals, the merchants in " the out-ports of this kingdom, I ſhould not deſpair of " ſeeing fiſhing veſſels fitted out from every harbour of the " kingdom, to the infinite emolument of the whole. Some " ports, however, and thoſe hitherto the moſt neglected of " all, may poſſibly have advantages, the knowledge of which " is not yet ſufficiently aſcertained, I mean in the northern, " and north-weſtern parts of Ireland; off of which there is " the ſtrongeſt reaſon to believe there are fiſhing banks, per- " haps as prolific as thoſe of Newfoundland; though their " nature and extent hath not hitherto been explored; and, if " ſo, the fiſhery may be carried on ſtill cheaper from the

" neighbouring ports. In ſeveral very antient maps, I find " the Bay of Galway called the Bay of Hakes, from the " quantity of that fiſh, with which it was ſupplied.

" Sir William Monſon, who was one of the moſt expe- " rienc'd ſeamen England ever bred, in the 4th Book of his " Naval Tracts, takes notice, that from the iſland of Rona, " off Scotland, and between 15 and 16 leagues from the " iſland of Lewis, there runs a bank of 100 miles in length, " and as far as Till Head in Ireland, which bank affords a " great quantity of the beſt cod and ling of any part of the " ſeas, which had not for one hundred and odd years been " uſed; ſince his time, above another century has elapſed, " and yet theſe bountiful gifts of providence remain equally " neglected.

" In the year 1740, John Atkin, maſter of the Friendſhip, " of Air, coming from Virginia round the North of Ireland, " when about 30 leagues Weſt, by their reckoning, from the " iſland Tory, ſaw diſtinctly a ſhoal under water, about 50 " yards from the veſſel, on which he judged there might be " about four feet of water. This he publiſhed an account of " in print, for the information of others, to which he ſub- " joins, that about 15 or 20 leagues N.W. ½ N. from the " iſland Tory, there is a bank, on which there is from 25 to " 30 fathom water.

" In October, 1746, the commanders, Kelly, Johnſton, " and Thornton, ſailing in company from Virginia for Liver- " pool, about 25 leagues Weſt from Tory iſland, heaved the lead " each of them, and found 65 and 70 fathom ſand and ſhells. " Between that and Ireland they ſounded again, and found " no bottom. This information is from Mr. Lowns, a mer- " chant of repute in Liverpool, who was on board one of " the ſhips, and made them put tallow on the lead, which " otherwiſe would have been omitted.

" About the year 1756, Mr. Bachop of Londonderry, " coming from Philadelphia, was becalmed about 22 leagues N.W.

" N. W. of the iſland of Tory, without ſight of land, he " ſounded, and found the depth 30 fathom, then throwing " out ſome fiſhing lines, catched about 150 cod, in two hours " time. The wind ſpringing up, they made ſail, and in a " few hours ſaw the land on the north weſt coaſt of " Ireland.

" Lieutenant Græme, in his cruiſe along the weſt coaſt " of Ireland, in the year 1766 (as I think) by order of the " Lords Commiſſioners of the Admiralty, ſounded on a " bank, which extends 25 or 30 leagues weſtward from the " coaſt, between the river Shannon and Slinehead. The depth " on it he found to be from 45 to 80 fathoms, for the moſt " part ſand, and ſmall ſtones; but along the weſt, and north " ſides of it deepening ſuddenly to 92 and 100 fathoms, " and then no bottom. It does not appear by his jour- " nal that he tried to catch fiſh on this bank. The ex- " tent of Mr. Græme's ſearch northward was no further " than the parallel of Broad Haven in Mayo, ſo that he " had no opportunity of diſcovering any ſhoals weſtward, " or north weſt of Tory Iſland, nor had he weather at " all fit for the purpoſe he was ſent on, being too late in " the year.

" In the year 1769, when Mr. Murdoch Mac Kenzie, in " the ſloop Bird, was taking views of the weſt coaſt of Ire- " land, about the diſtance of from three to ſeven leagues from " the land, wherever there was an opportunity of trying to " catch fiſh, they found them, particularly off the iſlands of " Iniſh Shank and Boffin in Mayo, where happening to be " becalmed, the crew caught Cod, Ling, and Holly, one or " other of them almoſt as often as their lines could be let " down.

" At Broad Haven in Mayo, the people have a general " perſuaſion that there is a fiſhing bank 20 or 30 leagues weſt- " ward of their coaſt; and affirm that they have ſeen ſeveral

" ſhips maſters who have taken fiſh there. The like perſua-
" ſion prevails of a fiſhing bank off Malbay in the county
" of Clare. About ſix or eight leagues S. W. from the iſland,
" Durſey, at the S. W. point of Ireland, there is a ſhoal
" called the Loch, on which ſeveral fiſhing ſhips from Kin-
" ſale take abundance of ling every year, from the month of
" April to September, when the weather obliges them to
" give over fiſhing;—on this ſhoal Mr. Graeme ſounded, and
" ſpoke with the fiſhers.

KNOX's *View of the Britiſh Empire, vol.* 1, *page* 300 3*d edition.*

' The winter herrings generally frequent the coaſts of De-
' negal in Ireland, during the months of October, November,
' December, and part of January; but in 1784 they did not
' appear until the 30th of December, and then in one place
' only. Had the Iriſh Fiſhery been under the ſame re-
' ſtrictions of that of Scotland, confined to a buſs fiſhing only,
' no great capture could have been made during the few re-
' maining days of the fiſhing ſeaſon; but by means of 450
' country boats, 300 Buſſes were nearly loaded between the
' 30th of December, and the middle of January, which from
' the failure of the Scottiſh and Swediſh Fiſheries brought an
' extrordinary price both for home and foreign demand.

' As the great weſtern ſhoal of herrings falls upon the north
' coaſt of Scotland, and continues its courſe ſouthwards till
' interrupted by the coaſt of Donegal in Ireland, nature ſeems
' to have intended this ſhoal for the joint benefit of both
' kingdoms, and conſequently the reſpective inhabitants, be-
" ing

* Mr. Knox gives a table and the regulations of bounties, ſome of which being ſince extended, we refer to the trble at the end. Mr. Knox obſerves that theſe laws diſcover a thorough knowledge of the Iriſh Fiſheries, for the better regulation of which they are framed with great judgment and propriety, and include every object or circumſtance for which the adventurers may be encouraged, and the Fiſheries extended in all their branches.

'ing the conſtituent members of the ſame empire, ſhould be 'allowed to follow the fiſhing from place to place, and in all 'reſpects to enjoy the ſame privileges and protection in their 'perſons and property.

'This being the idea of the Scottiſh adventurers, they reſolv-'ed to follow, and to take the herrings upon any part of theſe 'extenſive ſhores; but the conſtruction put by the commiſſi-'oners of the cuſtoms, upon the preſent exiſting laws for re-'gulating the Herring Fiſheries involved theſe devoted men 'in new and unexpected calamities. It was declared that 'no herrings could be admitted to entry, either for home 'conſumption or exportation, that did not appear, upon 'the oath of the maſter or owners, to have been caught on 'taken or procured upon the coaſts of Ireland and the Iſle 'the coaſt of Scotland, excluding, by this means, all herrings 'of Man.

'In conſequence of this, a paper was drawn up in 1783, 'under the following title: "To the Right Honourable the "Lords Commiſſioners of his Majeſty's Treaſury; The "humble Petition of the convention of the Royal Boroughs "in Scotland, in behalf of the Merchants and others, con-"cerned in the White Herring Fiſhery."*

'This ſpirited conduct of the convention had the deſired 'effect, and in 1784, the commiſſioners of the cuſtoms, at 'Edinburgh, iſſued a circular letter, acknowledging that the 'acts of parliament, of the 11th and 19th of his preſent Ma-'jeſty, gave the moſt unlimited ſcope for carrying on the 'Herring fiſhery in any part of the Britiſh ſeas.†

KNOX's *View of the Britiſh Empire, vol.* 1. *page* 219, 3*d edition.*

"The

* See the copy of this at the end.

† To prove the advantage that the Britiſh Veſſels took of the permiſſion, ſee the preceding certificate of the Inſpector of the Fiſheries in the diſtrict of Roſſes only, and the letter from Port Glaſgow, inſerted page 10 and 11.

'The voyage from the northern parts of the European 'continent, and alſo upon the eaſt ſide of Great Britain to 'Shetland, is attended with no great difficulty. The courſe 'is in a ſtraight line through an open ſea, and the ſails, be-'ing ſet, require no alteration, (ſtorms and change of wind 'excepted) till the veſſel hath reached the fiſhing ground. 'This voyage, being for a ſummer fiſhery only, is alſo favor-'ed by the mildneſs of the weather, and the length of 'the day.

'Under thoſe fortunate circumſtances a Dutch veſſel may 'ſet out, and proſecute her voyage with any wind. She 'hath ample ſea-room wherein to range at pleaſure; and 'though the winds may be unfavourable, yet ſhe ſtill pro-'ceeds by means of tacking. All the difference therefore 'between a favourable and an unfavourable wind, conſiſts 'not in time loſt, by being obliged to take ſhelter in har-'bours, but the difference of time occupied in ſtreight, or 'in croſs ſailing. The diſtance between Holland and the 'coaſt of Shetland is reckoned to be 600 miles. This 'with moſt winds may be performed in ſix or ſeven days, 'with a ſtrong wind a head it cannot require above 10 or '12 days. The voyage from the eaſt coaſt of Great Bri-'tain is exactly ſimilar, and may be performed from any 'part of Scotland in half the time, from the coaſt of Aber-'deen and the Murray Firth in two days at the utmoſt, 'When a veſſel arrives at Shetland, ſhe finds herſelf amongſt 'an immenſe body of herrings, ſends off her capture to the 'market, or returns with her cargo, by the ſame eaſy na-'vigation.

'So favourable for the Fiſheries is the ſituation of the 'eaſtern ports of Scotland, while thoſe of Ireland, as 'Strangford, Portaferry, Downpatrick, Carrickfergus, Bel-'faſt, Lerne Londonderry, Inverbay, Killybeggs, Tillon, 'Roſſes, Sheephaven, Donegal, and Sligo are within 24

'hours

' hours ſailing of the Fiſheries on the coaſt of Donegal.
' Here alſo, as at the Shetland Iſlands, the herrings are
' certain, and the buſſes expeditiouſly loaded.

' Very different is the navigation and fiſhery of the
' Weſt Highlands. This hitherto neglected diviſion of Great
' Britain, preſents a coaſt taken in a direct line from the
' extremity of Cantire, to Cape Wrath, of near 250 miles;
' and if to that extent we add the numerous head lands to be
' doubled, the intervening iſlauds to be evaded, the creeks
' or bays to which a veſſel muſt frequently run for ſhel-
' ter, a winter voyage from Greenock, may, upon an ave-
' rage, require two or three weeks.

' After the veſſel hath ſurmounted the difficulties and dan-
' gers of this intricate voyage, ſhe does not arrive at a certain
' fiſhery; whereas in Ireland ſhe may load by her own boats,
' or thoſe of the inhabitants in a few days. Though the mi-
' grations of the herrings to the North-weſt highlands be cer-
' tain, their arrival in one particular loch, bay, or iſland, is
' very precarious.

' All have their turns. The loch that was crouded with
' fiſh one year, may be quite deſerted the following; and for
' many years after, ſometimes they fall in between the main
' land of Roſsſhire and the Long Iſland; at other times they
' take a circuitous paſſage between the Long Iſland and the
' rocks of St. Kilda. When this happens, there can be no
' boat Fiſhery, eſpecially in winter; neither is there any
' buſs-fiſhery, thoſe veſſels not being accuſtomed to the Dutch
' method of a floating Fiſhery, by following the ſhoals
' through the ocean. Thus the Hebride Fiſhery is of all
' others the moſt uncertain, expenſive, and hazardous; on
' which account, the parliamentary encouragement ſhould be
' adequate. In ſpeaking of this Fiſhery, the following parti-
' culars may be uſeful to the adventurers. The young herrings
' always come in a body ſome time in June. Their ſtay de-

pends

'pends on the winds and weather. Thoſe which fall in be-
'tween the main land and the Long Iſland, are wrought up-
'on, and directed, not only by the winds, but alſo by the large
'fiſhes, and ſometimes by the Buſſes, in their cruiſes from
'place to place.

'As the ſeaſon advances, the great ſhoals of full-grown
'herrings appear on the coaſts moving ſouthwards. If upon
'their approach the weather happens to be ſtormy, and the
'winds from South-weſt to North-weſt, the ſhoal, thus in-
'terrupted by a ſtrong head wind, crouds into the openings
'or lochs; and there is every probability of a ſucceſsful
'Fiſhery, either on the Lewis coaſt or that of the main land.
'But if the winds happen to be eaſterly, or within the eaſtern
'points, as is often the caſe towards the end of the harveſt,
'There is little chance of a winter Fiſhery; becauſe, as before
'obſerved, the herrings keep out in the main ocean. Na-
'ture in this reſpect gives the Iriſh fiſhers a manifeſt advan-
'tage over the Scots. The ſhoals, after having cleared the
'Scottiſh ſeas, whether their voyage hath been on this ſide
'the Long Iſland, or on the Weſt ſide, have to encounter a
'ſtill more turbulent ſea, owing to the great weight and ſwell
'of the Atlantic, being oppoſed by the lofty coaſt of Done-
'gal, which, with the jarring currents and tides, interrupt
'the progreſs of the herrings, who, fatigued and weak, are
'glad to take ſhelter in the openings, or lochs of that coaſt.
'This circumſtance gives the Iriſh an abſolute certainty of
'an annual Fiſhery; and that Fiſhery being drawn towards
'one point, enables the adventurers to double the gains of
'their neighbours, and with leſs trouble, hazard, and ex-
'pence.' KNOX, *ditto p.* 226.

'The great winter Fiſheries, and the rivalſhip in thoſe
'Fiſheries, lie between the Iriſh, Swedes, and Scots. I have
'already obſerved the natural advantages which the two for-

'mer

'mer have over the latter, in taking the herrings at this 'ſeaſon.

'The Swedes and Iriſh take them at their doors; the firſt 'with baſkets, and the laſt with open boats; while the Scots, 'after ſearching from place to place, upon a coaſt of 250 'miles, in the boiſterous ocean, frequently return with their 'ſalt and caſks unoccupied. By means, however, of great 'perſeverance, they generally pick up many half cargoes for 'the Weſt-India market, and the reſtraints laid upon their 'Fiſhery on the Scottiſh and the Iriſh coaſts, being now in a 'fair way of redreſs, this winter Fiſhery preſents an exten-'ſive field for their induſtry.

'Ireland, beſides ſupplying her own conſumption, which is 'very great, hath alſo become a rival at the Weſt-India 'markets; may it not therefore be ſuggeſted, that while the 'wiſdom of Parliament is engaged in framing laws and regu-'lations, for the extenſion of the Britiſh Fiſheries, it is no 'leſs worthy their deliberation to conſider of markets for the 'diſpoſal of fiſh.*

* Knox, ditto, p. 376 and 377.

N. B. Though it is neceſſary to look out for foreign markets for the conſumption of Britiſh fiſh, the great advantage to the Iriſh Fiſhery is the home demand, which is encreaſing every year. By the certificate of Mr. Brice, the Inſpector (page 5) it appears, that there were taken in the year 1785, in the diſtrict of Roſſes alone, 142,450 barrels of herrings by 16,245 tons of ſhipping, beſides the conſumption of freſh herrings in the country. Of theſe 9529 tons were Iriſh; their proportion, therefore, of fiſh taken was 82,680 barrels, but of theſe only 9116 tons were in the bounty. Now it appears, by the returns, that there were Iriſh bounties paid in the year ending 25th March, 1786, for 15336 tons of Iriſh veſſels; there, of courſe, therefore, were 6220 tons of fiſhing veſſels, which

were employed in the other bays of Donegal, Mayo, and other places; which, if ſuppoſed to have taken at an avarage only three barrels of herrings, would raiſe the whole quantity taken to 100,000 barrels. But, as it appears that there were only 17,188 barrels of theſe exported, the reſt were of courſe conſumed in the country; and in fact the demand for home conſumption increaſes ſo conſiderably, that in ſeveral towns on the ſouth and eaſtern coaſts of Ireland, where formerly there was a ſluggiſh demand for one cargo of herrings, ſix or ſeven are now bought up with avidity. The home conſumption, on the contrary, is not conſiderable either in England or Scotland; and by the return of exports from Scotland for 10 years, ending 1781, it appears that the market of Ireland takes half the quantity exported.

'To the dangerous navigation of theſe ſeas, is to be 'added the inconveniencies and loſſes ariſing from the want 'of materials, docks, and ſhip-carpenters, along the nor-'thern coaſts of Scotland. From Belfaſt Loch to Cape Wrath, 'from thence to Dungſbay-head, and from Dungſbay-head 'to Cromarty, on the Murray Firth, there are no towns, 'dock-yards, or carpenters for the repairing of damages. A 'coaſt of nearly 500 miles could not upon any emergency 'furniſh a ſail, a cable, or an anchor to a veſſel of burthen.

'It frequently happens that veſſels are got off with more 'or leſs damage in their hull and rigging, by which they are 'rendered incapable of performing the remainder of their 'voyage. Advice of the accident is ſent to the owners at 'Newcaſtle, Hull, London, Briſtol, Liverpool, Ireland, Glaſ-'gow, or elſewhere, with a particular ſtate of the neceſſary 'repairs.

'Under this circumſtance, the owners, or the under-'writers, muſt either ſend a veſſel to the place where the ſhip 'has been ſtranded, with carpenters, timbers, iron-work,

'ropes,

'ropes, ſails, proviſions, liquors, &c. which is attended with 'ſome hundred pounds of expence, or they muſt ſend an or-'der to ſell the damaged veſſel to the higheſt bidder. When 'this is the caſe, the hull of the veſſel is general bought for 'fire-wood, at from 40l. to 50l. while the ſails, anchors, and 'cargo, ſell for leſs than half their value in a country where 'there are few perſons who can afford to purchaſe them.

'On the whole, the mercantile loſſes upon the northern 'coaſts of Scotland, from the want of towns accommodated 'with workmen, and materials for repairs, and ſtill more, 'from the want of harbours, where ſhips could enter at all 'times of the tide, and in all kinds of weather, may be eſti-'mated at 40,000l. annually, upon an average of years of 'war and peace, beſides the loſs of many lives, and the con-'ſequent diſtreſs of many families.

'To this we are to add the extra inſurance upon all veſſels 'that navigate theſe ſeas, which, were harbours formed 'at convenient diſtances, would fall at leaſt one half, and pro-'bably ſave many thouſand pounds annually.

'Theſe inconveniencies and loſſes ſuſtained by navigation 'in general, from the want of towns and harbours, are felt 'in a proportionable degree by perſons concerned in the 'Fiſheries, from the poor men in their little boats, to the 'navigators of deck'd veſſels; and if it be admitted, that 'impediments to Fiſheries are a national misfortune, the ag-'gregate amount of theſe conſolidated loſſes, ſuſtained by 'general navigation, as well as by the national Fiſheries, 'muſt be very great.

'To lay the foundation of towns, and to induce ſhip-car-'penters, blackſmiths, traders, and fiſhers, to reſide there, 'falls within the plan, and is ſuited to the funds of the Britiſh 'Society; but to build quays, to conſtruct graving-docks, and 'to form harbours, eſpecially on the Pentland Firth, and the

‘ East coast of Caithness and Sutherland, is far beyond their ‘ abilities.

‘ The extending the harbour of Aberdeen to 14 feet water ‘ at full tides, cost 17,000l. The new harbour at Peter-head, ‘ Cromarty, and along the Murray Firth, cost from four to ‘ seven thousand pounds each: though none of them admit ‘ vessels at full neap tides, drawing more than nine feet ‘ water.

KNOX's *Address to the Public, p.* 139, *printed in the Tour to the Highlands and Hebrides.*

EXTRACTS FROM KNOX'S CONSIDERATIONS ON THE NORTHERN FISHERIES.

‘ THE first object is home colonization, by which I mean ‘ the bringing forward the northern part of the island, en- ‘ creasing the number of useful, active people, on those much- ‘ neglected shores, whereby the general commerce would be ‘ greatly extended over the whole island, and, at a small ex- ‘ pence, compared to the enormous expenditure on precari- ‘ ous settlements abroad. Of this policy the neighbouring ‘ nations, particularly France, Germany, and Russia, are set- ‘ ting examples with unremitting vigour. Every thousand ‘ persons thus brought into the line of action at home, contri- ‘ bute more to the strength of the empire, than twenty thou- ‘ sand people settled, and protected, at a considerable expence, ‘ at the distance of some thousand miles from the center; ‘ and if we can only add in the proportion of one third, or ‘ fourth, to the voyages carried on at present in temperate ‘ climates, the navy will be supplied with greater facility both ‘ in the commencement and progress of war. *Page* 3.

‘ The second, and also the most speedy and effectual mea- ‘ sure,

' ſure, is the Northern Fiſheries, which, to revive, extend,
' and confirm to the native ſubjects, may be conſidered as the
' grand work of the preſent period, and which may be carried
' into execution almoſt inſtantaneouſly, to the amazement and
' diſappointment of thoſe who may have already formed the
' plan of hoſtile operations. *Page* 4.

' We ſhall now ſtate the comparative advantages and diſad-
' vantages of the two great Weſtern Fiſheries, upon the
' coaſts of Scotland, and Ireland. It may be ſuppoſed that as
' both of theſe kingdoms are ſupplied by the ſame individual
' ſhoals paſſing through the Hebride ſeas, to the coaſt of Do-
' negal, there can be no material difference in the expence-
' hazard, and trouble, attending the capture: or, in other
' words, it may be ſuppoſed, that a Scottiſh fiſher may pro-
' cure a cargo upon the North-weſt coaſt of that kingdom,
' with the ſame facility, in the ſame time, and at the ſame ex-
' pence, as an Iriſh fiſher upon the coaſt of Donegal; from
' which it may be inferred, that a 30*s.* bounty, which is now
' paid to the fiſhers of both countries, puts them on a fair
' equality. Were this the caſe, it would be only neceſſary, on
' the part of the Britiſh Parliament, to continue the bounty
' of 30*s.* and thus the iſſue of the fiſhery would depend
' ſolely upon the induſtry and frugality of the two reſpective
' nations. There is, however, a moſt material difference be-
' tween the ſituation of the Scottiſh and Iriſh fiſhers. Firſt,
' from natural cauſes; ſecondly, from the ſtate of the reſpec-
' tive countries; and thirdly, from the conſtruction of the
' Fiſhery-regulations in both kingdoms.

' From the poverty of the inhabitants, and the want of
' towns on the North Weſt Coaſt of Scotland, the Fiſheries
' of thoſe ſhores are chiefly carried on by perſons reſiding at
' a great diſtance; as at Greenock, Port Glaſgow, and other
' trading towns upon the river and Firth of Clyde; who, in
' their firſt ſetting out, as well as their return, have to double

' a far

'a far projecting headland, called the Mull of Cantire, by 'which they ſuſtain conſiderable inconveniencies and diſ-'couragements.

'By Cantire is meant, a narrow peninſula, which ſtretches 'forty miles from the mainland of the Weſt Highlands, in a 'ſouthern direction, till it approaches within thirteen miles 'of the county of Antrim in the North of Ireland. The 'diſtance from Greenock to the Promontory or Cape, which 'terminates this peninſula, is above ſixty miles in a South 'Weſt direction; but if we include the courſe of ſhipping 'thither, the iſlands to be avoided, the tacks and evolutions 'occaſioned by contrary winds, and lee ſhores, we may eſti-'mate the voyages from Greenock upon an average, at eighty 'miles each; which eighty miles being a circuitous naviga-'tion, that muſt be made good on the oppoſite ſide of the 'Cape, till the veſſels have got ſo far northward as to be on 'a line with Greenock, the place from whence they ſet out, 'occaſions an extra navigation of 160 miles; or 320 miles 'outward and homeward, to every veſſel or boat paſſing from 'the Clyde to the Hebride Fiſhery. The loſs of time, the 'expence in proviſions and ſeamen's wages, in performing 'this voyage, muſt be obvious to every reader; while a con-'ſideration of ſtill greater importance remains to be mention-'ed. As there are no lands between this Cape and America, 'and the prevailing winds being generally from that quarter, 'acroſs an ocean of 3000 miles, the collective force of theſe 'winds, and the weight of the Atlantic, fall with the moſt 'tremendous and awful velocity on the Cape; which, had it 'not been compoſed of ſolid rock, muſt have yielded, long 'ſince, to thoſe raging elements. Veſſels, therefore, whether 'outward or homeward bound, but more eſpecially the for-'mer, are frequently under the neceſſity of taking ſhelter in 'ſome commodious port, creek, or bay, till the ſtorms abate, 'till the winds prove more favourable, and the paſſage be-

'comes

' comes practicable. For, unleſs the wind be moderate, as
' well as fair, the buſſes, and all other ſmall veſſels, dare not
' proceed; and thoſe who are hardy enough to make the
' attempt in rough weather, ſometimes founder in the croſs
' and rapid currents that run at the Cape, and add very con-
' ſiderably to its dangers. Nor are theſe the only difficulties
' which the buſſes have to encounter in this navigation. The
' wind that favoured the voyage down the Firth of Clyde
' becomes conſequently adverſe after having doubled the
' Cape, when the veſſels have to ſteer in an oppoſite direc-
' tion, and to encounter new toils and hazards.

' Thus the Hebride Fiſhery is attended, in the firſt inſtance,
' with conſiderable expence, as well as delay, and as all the
' hopes of the adventurers depend on a ſpeedy fiſhery, and a
' quick ſale, nothing can prove more diſcouraging than the
' impediments and uncertainty of this circumnavigation. Was
' the Weſtern Paſſage ſhortened, theſe dangers and delays
' would be evaded; and the adventurers would be enabled
' to bring their fiſh to market in better time; which, from the
' abovementioned cauſes, cannot be accompliſhed at preſent
' with any degree of certainty. Ships, it is well known,
' often wait ſeveral weeks in the ports of the Clyde for the
' arrival of the herrings, and are frequently obliged to ſail
' without them. Thus the adventurers loſe their market for
' the ſeaſon, the merchants loſe their freights, the planters their
' ſupply of proviſions, and the unhappy negroes their regular
' ſupport. Soon after the departure of theſe ſhips, the buſſes,
' which had been detained on the weſt ſide of the Cape by
' unfavourable weather, arrive, not ſingly, but in fleets, which
' occaſions a glut in the home market, greatly to the preju-
' dice of the adventurers in general; while ſome are thus
' totally diſabled from continuing the buſineſs.

' The veſſels having, in the outward bound voyage, cleared
' the Mull of Cantire, they arrive upon a coaſt of 240 miles

' in

in length from that promontory to Cape Wrath; and if to that extent, we add the numerous head lands to be doubled, the intervening iſlands to be evaded, the creeks or bays to which a veſſel muſt frequently run for ſhelter; a winter voyage from Greenock may, upon an average, require two or three weeks. After a veſſel hath ſurmounted the difficulties and dangers of this intricate navigation, ſhe does not arrive at a certain fiſhery, where ſhe may load by her own boats, or thoſe of the inhabitants, in a few days. Though the migrations of the herrings to the north weſt highlands be certain, their arrival in one particular loch, bay, or iſland, is very precarious. All have their turns; the loch that was crowded with fiſh one year may be quite deſerted the following, and for many years after. Sometimes they fall in between the Mainland and the Long Iſland;* at other times, they keep out in the main ocean, between the Long Iſland and the rocks of St. Kilda, which lay 54 miles weſt of that iſland, and are ſurrounded with fiſh and ſea fowl in boundleſs numbers. When this happens, there can be no boat fiſhery, eſpecially in winter; neither is there any buſs fiſhery; thoſe veſſels not being accuſtomed to the Dutch method of a floating Fiſhery, by following the ſhoals through the ocean. The young herrings always come in a body ſome time in June; their ſtay depends on the winds and weather; thoſe which fall in between the Mainland of the Long Iſland are wrought upon and directed, not only by the winds, but alſo by the large fiſhes

* The north weſt coaſt of Scotland is covered by 300 iſlands, called the Hebrides, of which the Long Iſland is the moſt extenſive. It lies due north and ſouth in the main ocean, at the diſtance of 30 to 60 miles from the continent, and is nearly 140 miles in length. It is this double coaſt, and the numerous openings or lakes on the Mainland and the Iſlands, that render the Fiſhery ſo uncertain, and which engage the buſſes ſo long in cruiſing from place to place to find out the herrings.

'fiſhes, and ſometimes by the buſſes, in their cruiſes from
'place to place. As the ſeaſon advances, the great ſhoals of
'full-grown herrings appear on the coaſts, moving ſouthward.
'If, upon their approach, the weather happens to be ſtormy,
'and the winds from ſouth weſt to north weſt, the ſhoals,
'thus interrupted by a ſtrong head wind, croud into the
'openings or lochs, and there is every probability of a ſuc-
'ceſsful Fiſhery, either on the Lewis Coaſt, or that of the
'Mainland. But if the winds happen to be eaſterly, or
'within the eaſtern Points, as is often the caſe towards the
'end of harveſt, there is little chance of a winter Fiſhery,
'becauſe, as before obſerved, the herrings keep out in the
'main ocean. Nature, in this reſpect, gives the Iriſh fiſhers
'a manifeſt advantage over the Scots. The ſhoals, after hav-
'ing cleared the Scottiſh ſeas, whether their voyage hath
'been on this ſide of the Long Iſland, or on the weſt ſide,
'have to encounter a ſtill more turbulent ſea, owing to the great
'weight and ſwell of the Atlantic being oppoſed by the lofty coaſt
'of Donegal; which with the jarring currents and tides, inter-
'rupt the progreſs of the herrings, who, fatigued, and weak,
'are glad to take ſhelter in the openings of lochs of that coaſt.
'This circumſtance gives the Iriſh an abſolute certainty of an
'annual Fiſhery, and that Fiſhery being drawn towards one
'point, enables the adventurers to double the gains of their
'neighbours, and with little trouble, hazard, or delay. To
'this advantage which the Iriſh fiſhers enjoy, and which
'thoſe of the oppoſite coaſt of Scotland are deprived, is to
'be added the population, towns, ſhipping, and capital of the
'former. From the Mull of Cantire to the moſt northern
'extremity of Scotland, the whole coaſt preſents an uniform
'picture of poverty and diſtreſs, without towns, marts, ſtores,
'capital, or veſſels proper for the expenſive, though precа-
'rious buſineſs of Fiſheries; on which account theſe hazard-
'ous undertakings are carried on by people, who, as before

' obſerved, reſide at the diſtance of ſome hundred miles from
' the ſhores where the herrings chiefly reſort.

' The merchants, traders, coopers, and ſea-faring people of
' Greenock, Port Glaſgow, Rothſay, and Campbell Town,
' are the perſons to whom the public owe the exiſtence of a
' regular Herring Fiſhery on the coaſts of Scotland; and it is
' againſt theſe perſons that ſo much combuſtion is daily le-
' velled, by ſome of their uninformed or narrow minded
' countrymen. Very different is the ſituation of the fiſh-
' ing coaſt in Ireland. That kingdom is divided into four
' provinces, the moſt northerly of which is named Ulſter,
' and it is on the north weſt coaſt of this province, par-
' ticularly the extenſive maritime country of Donegal, where
' the herrings take ſhelter and embay themſelves, in; gene-
' rally one or other of the following lochs, and ſometimes
' in all of them, viz. Loch Swilly, the Roſſes, Killeybeggs,
' and Inverbay.

' The herrings frequently croud to the very head of theſe
' waters, in compact bodies, where they are taken with the
' greateſt eaſe by the numerous well equipped boats, which
' annually await their arrival in each reſpective loch. Here
' are alſo ſtorehouſes with ſalt and every neceſſary for the
' buſineſs. But the life of the whole conſiſts in the nume-
' rous ſea port towns which line the coaſt of this province,
' ſome of them conſiderable, and all of them engaged more
' or leſs in ſhipping, commerce, coaſting trade, fiſheries, or
' ſalt works. Theſe are Carlingford, Newry, Dundrum,
' Strangford, Portaferry, Downpatrick, Cillilea, Killoch,
' Comber, Newtown, Belfaſt, Carricfergus, Donaghadee,
' Larne, Coleraine, Londonderry, Roſſes, Killeybeggs, Do-
' negal, Ballyſhannon, Sligo, Killalla, &c. ſome of theſe
' towns are ſituated upon, or within a few miles of the ſhores
' where the herrings moſtly abound; as Londonderry, which
' is only four miles from Loch Swilly; and the moſt diſtant

' town

'town is within two day's ſailing, in moderate weather, 'of the coaſt of Donegal. New towns are alſo erecting in 'the moſt eligible ſituations, furniſhed with every accommo- 'dation, and requiſite for extending that great national branch, 'towards which the Iriſh parliament granted lately, in one 'vote 20,000l. *Page* 81.

'This is the method obſerved by the Dutch; ſome veſſels 'ſend home their cargoes by yawgers that attend the Fiſheries 'for that purpoſe; while others are their own carriers.

'The inſtant the buſſes have diſcharged their cargoes, they 'are refitted for ſea; and as the herrings make an annual 'tour round Great Britain, experience has taught the Dutch- 'man where to proceed on his ſecond voyage, and to be ſure 'of his game. While the buſſes are out on their ſecond voy- 'age, the proprietors on ſhore are buſy in taking out the fiſh 'packed at ſea, and repacking them with freſh pickle for 'exportation. This is alſo the practice of the Iriſh buſſes, 'who being under no legal reſtraints, frequently make their 'cargoes in a few days, which they land at the principal ſea- 'ports, from whence they return immediately for another 'cargo, and are again loaded with ſurpriſing diſpatch. Thus 'the Iriſh, Dutch, and all nations who engage in the Fiſhe- 'ries, are enabled to go to market early and ſucceſſively, 'while the Scots are detained at anchor in the Lochs of the 'North Highlands till the markets have been ſupplied by 'their neighbours. The Iriſh bounty laws do not require 'the ſame number of men as thoſe of Great Britain, and 'conſequently the Iriſh fiſher ſaves 30 or 40 per cent. in 'wages, proviſions, and ſtores, to which the fiſher from 'Scotland is ſubject. Neither is the former under any re- 'ſtraint reſpecting netting; nor indeed is it neceſſary to bur- 'den their fiſhers with theſe heavy expences, ſince they 'permit the veſſels to load immediately from the boats. 'Thus the Iriſh buſſes are merely carrying veſſels, equipped

'at the eaſieſt expence, with a ſlender view to the raiſing of 'ſeamen; while thoſe of Scotland are tied down to expenſive 'regulations, with a view to the navy as the principal object.

'Upon the whole, the concluſion to be drawn from the 'above enumerated circumſtances ariſing from natural, acci- 'dental, and political cauſes, ſeems to be this: that a 30s. 'bounty in Ireland is preferable, or at leaſt equal, to a 50s. 'bounty in Scotland. *Page* 96.

Dr. Anderſon, after ſtating in his report to the Lords Commiſſioners of the Treaſury, the difficulties and embarraſſments under which the fiſhermen labour from the bonds and regulations of the ſalt laws, proceeds thus:

'It would be tireſome to go through all the particulars; 'but from this ſlight ſtate of the matter, your lordſhips will 'perceive, at one glance, that it is altogether impoſſible for 'any man in the iſlands, at a diſtance from the Cuſtom Houſe, 'to engage in the Fiſheries with bonded ſalt, were he even a 'man of great weight and property; and that it totally de- 'bars the poor from ever having it in their power to obtain 'one buſhel of ſuch ſalt; with which ſalt only, herrings can 'be cured for a foreign market; and for which fiſh only, 'thoſe drawbacks are allowed that were intended to encou- 'rage the Fiſheries.

'Thus are the native inhabitants of the iſles in a great 'meaſure excluded from having any ſhare in the fiſhery, 'though it is by them alone it ever can be carried on at ſo 'cheap a rate as to afford profit to the undertakers, without 'public ſupport, or engage ſuch a number of people in the 'buſineſs, as ever to make it turn out to be an object of great 'national moment. Inſtead of this, the fiſhery has been 'thrown into an improper channel, which is attended with 'great expence, and an unprofitable waſte of national re- 'venue, with little benefit to individuals or the public. In 'conſequence of theſe laws, thoſe men only who live in the

'neigh-

'neighbourhood of a Cuſtom Houſe, though far diſtant from 'a fiſhing ground, have been induced to undertake the 'buſineſs. Theſe men are obliged, at a great expence, to fit 'out veſſels, called buſſes, annually, for no other purpoſe but 'to carry their men, and boats, and nets, and ſalt, and caſks, to 'the fiſhing ground, to ſpend their time in idleneſs there 'for three months, if they do not fall in with fiſh, and to 'bring them back again to the Cuſtom Houſe, to entitle the 'owners to relieve their ſalt bonds, and to draw the bounty 'allowed by Government. If on the other hand, theſe buſſes 'meet with a ſucceſsful fiſhery, in which they may obtain 'their loading in a few days, that loading is no ſooner ob-'tained, than the whole of the hands, and boats and nets, muſt 'be carried away from the fiſhing, home to the Cuſtom Houſe 'again, a long voyage, during which the men are entirely 'idle, though during the time employed in that voyage, they 'might have fiſhed ſix cargoes, had they continued to work 'among the fiſh, by the help of ſmall tenders employed in 'fetching ſalt and caſks from their ſtores near the ſpot, and 'carrying home the loaded barrels.

'Many other advantages the natives would poſſeſs over 'the buſs men, were they at liberty to engage in this buſineſs, 'which muſt be here omitted to avoid becoming tireſome.

'If ever, therefore, it is intended ſeriouſly to encourage 'theſe Fiſheries, the reporter humbly conceives, that the firſt 'ſtep ſhould be ſo to alter the ſalt laws as to permit the 'native inhabitants of the coaſts and iſlands to engage freely 'in this buſineſs for their own behoof, with advantage equal 'to thoſe that are given to any others. And this he imagines 'never can be the caſe, until they ſhall be at liberty to 'purchaſe ſalt in any quantity, however ſmall, without re-'ſtriction, and to diſpoſe of their fiſh without thoſe cumber-'ſome reſtraints, which at preſent tend ſo powerfully to clog 'the commerce of that article, and to diminiſh the profits of

'the

'the undertakers, by often withholding them from the very
'beſt markets.

'Another inconvenience ariſing from the preſent ſyſtem of
'ſalt laws, muſt not be overlooked, becauſe it tends eſſentially
'to injure the revenue in one of its moſt capital branches.

'By a ſyſtem of polity, the principle of which is not at all
'obvious, our Legiſlature have permitted an unlimited ex-
'portation of rock ſalt from Liverpool to Ireland, while it is
'totally prohibited to be carried to Scotland. But not con-
'tented with affording them this ſingle advantage, our Legiſ-
'lators have alſo permitted the exportation of coals to Ireland,
'under a duty of 10*d*.½ per ton, though no coals are permitted
'to be carried coaſt-wiſe in Scotland, without paying a duty
'of 4*s*. 10*d*.½ per ton. By this means the Iriſh are fur-
'niſhed with fuel at a ſmaller expence than we can obtain
'it, with which they manufacture and boil up the Britiſh
'rock ſalt at a very moderate price; and this ſalt being charged
'with a duty of only 3*d*. per buſhel in Ireland, can be ſold
'ſo very much lower than Britiſh-made ſalt, as to lay the
'foundation of a ſmuggling trade in that article, along all the
'Weſt coaſt of Britain, by which the revenue ariſing from
'the ſalt duties muſt be diminiſhed to a very great degree.
'What may be the preciſe amount of the defalcation of re-
'venue thus produced, the reporter cannot pretend to aſcer-
'tain; but from what he has ſeen, he is fully ſatisfied that at
'leaſt five hundred thouſand perſons in Scotland never em-
'ploy any other kind of ſalt; and he has no doubt but that a
'quantity equal to that muſt be run into England; becauſe
'there, though the riſque they run may be greater, the temp-
'tation is greater alſo, on account of the higher ſalt duties in
'England.

'From this ſtate of facts it will, no doubt, appear expe-
'dient to your Lordſhips to deviſe ſome effectual mode
'for putting a ſtop to an evil of ſuch magnitude, were the im-

'provement

'provement of the Fiſheries entirely out of the queſtion, 'which cannot be effected in any other way than by removing 'the temptation, by diminiſhing, or annihilating the profits on 'that trade, than which nothing can be more eaſy or obvious. 'The extent to which the ſalt trade is carried on in theſe 'coaſts, may by gueſſed at from the following fact;—A ſingle 'perſon in the iſle of Sky, owned, that in one year he him-'ſelf imported no leſs than 972 tons, which is equal to '38,880 buſhels; there were ſeveral other perſons who fol-'lowed the ſame trade in that iſland beſides himſelf.'*

* Dr. Anderſon's Report in the Appendix of Report of the Committee on the Britiſh Fiſheries, No. 11. p. 155.

Let us examine how far the aſſertions of Dr. Anderſon, relative to the ſmuggling of ſalt from Ireland, agree with facts.

'Dr. Adam Smith, in treating of the bounties upon the 'herring Buſs Fiſhery, ſays,

'From the commencement of the winter fiſhing, 1771, to 'the end of the winter fiſhing, 1781, the tonnage bounty 'upon the herring buſs Fiſhery has been at 30s. the ton. 'During theſe eleven years the whole number of barrels caught 'by the herring buſs Fiſhery of Scotland, amounted to '378,347.

'The herrings caught and cured at ſea, are called Sea 'Steeks. In order to render them what are called mer-'chantable herrings, it is neceſſary to re-pack them, with 'an additional quantity of ſalt: and in this caſe it is reckoned 'that three barrels of ſea ſteeks are uſually re-packed in two

'barrels

'barrels of merchantable herrings. The number of barrels 'of merchantable herrings therefore caught, during theſe 'eleven years, will amount only, according to this account 'to 252,231¼.

'During theſe eleven years, the tonnage bounties paid, a-'mounted to 155,463*l.* 11*s.* or to 8*s.* 2*d.*¾ upon every barrel 'of ſea ſteeks, and 12*s.* 3*d.*¾ upon every barrel of mer-'chantable herrings.

'The ſalt with which the herrings are cured, is ſometimes 'Scotch, and ſometimes foreign ſalt, both which are delivered 'free of all exciſe duty to the fiſh-curers. The exciſe duty 'upon Scotch ſalt is at preſent 1*s.* 6*d.* that upon foreign ſalt '10*s.* the buſhel. A barrel of herrings is ſuppoſed to re-'quire about one buſhel, and one-fourth of a buſhel, foreign 'ſalt; two buſhels are the ſuppoſed average of Scotch ſalt. 'If the herrings are entered for exportation, no part of this 'duty is paid up; if entered for home conſumption, whether 'the herrings were cured with foreign or with Scotch ſalt, 'only 1*s.* the barrel is paid up. It was the old Scotch duty 'upon a buſhel of ſalt, the quantity which, at a low eſti-'mation, had been ſuppoſed neceſſary for curing a barrel 'of herrings.

'In Scotland, foreign ſalt is very little uſed for any other 'purpoſe but the curing of fiſh: but from the 5th of April, '1771, to the 5th of April, 1782, the quantity of foreign ſalt 'imported amounted to 936,974 buſhels, at 84 pounds the 'buſhel. The quantity of Scotch ſalt delivered from the 'works to the fiſh-curers, to no more than 168,226, at 56 'pounds the buſhel only. It would appear therefore that it 'is principally foreign ſalt that is uſed in the Fiſheries.'

Dr. Adam Smith likewiſe ſtates, 'that more than two-'thirds of the produce of the buſs Fiſhery is exported;' and Mr. Knox ſtates the export at three-fourths.

By

By the return of exports and imports, inſerted at the end, it appears, that in the ſaid 11 years there were exported from Scotland 367,215 barrels of herrings; and

Of cod dried, cwt. - - -	109,657
Of wet cod, barrels - -	162
Of cod, hundreds - - -	1,878

Let us take the higheſt numbers:

Herrings exported, barrels -	367,215
One-third more, computed for home conſumption	122,405
Making -	489,620

The dried cod take 4-5ths of a buſhel of white ſalt, for every cwt. ſo that the ſalt uſed is

Buſhels - -	87,726
Add 1-3d for home conſumption -	29,242
Total -	116,968
Which deducted from buſhels delivered -	168,226
Leaves - - - -	51,258

Much more than ſufficient to cure the remainder of the white fiſh taken.

The quantity of barrels of herrings exported, and uſed for home conſumption, is - - - 489,620

Theſe require one 1-4th buſhels of foreign ſalt, which makes buſhels - - 612,025

Which, deducted from the import of foreign ſalt, 936,974

Leaves - - - - 324,949

buſhels to be accounted for before there can be any room for ſmuggling of Iriſh ſalt. Is it likely that 38,880 buſhels of Iriſh ſalt ſhould be ſmuggled by one poor highlander, which are ſufficient to cure 19,440 barrels of herrings?*

* [Gavin Hog, examined the 27th June, 1785, on the Iriſh Propoſitions, ſays, that Scotland makes ſufficient ſalt for her home conſumption, and often exports.]

It is to be obſerved likewiſe, that rating the ſame at 1s. 3d. per buſhel in Ireland, it requires the ſum of 2430l. to purchaſe it, and gives a very different idea of the commercial ſtate of the Hebrides, than is intimated by Dr. Anderſon in other particulars.

But we muſt now return to Dr. Anderſon's Report upon our main ſubject.

'The reporter begs leave further to inform, that the weſtern parts of Scotland are in general mountainous, yet that theſe mountains for the moſt, though extremely ſteep and rugged, are of no conſiderable height above the level of the ſea. That theſe mountains uſually run out in long ridges, which are divided from each other by narrow ſtripes of flat land, there called ſtraths, which run backwards in an irregular direction towards the heart of the country, for a great diſtance, with very little elevation above the ſurface of the ſea.

'That the numerous arms of the ſea, which indent the ſhores of that country, forming a great number of ſafe harbours, which are there called lochs, occupy the beds of the vallies at one extremity. That within land theſe vallies, wherever the bottom ſinks below the general level, form freſh water lochs, which uſually are of great length, in proportion to their breadth. That theſe ſtraths, with their accompanying lochs, ſometimes form a chain of great length, which in its courſe meets with or interſects other ſtraths, in which are other lochs of great extent, which run into the ſea at a great diſtance from the place where thoſe of the firſt-mentioned ſtrath began.

'This is the general and prevailing conformation of the country, which would be the ſource of ſingular benefits, were it once improved, manufacturing, populous, and mercantile,

' cantile, but which is the ſource of many inconveniences to
' a thinly-peopled country, that tend much to retard its im-
' provement: for though it cannot be denied that this par-
' ticular conformation tends to extend the bounds of the
' coaſts, and to bring many places within reach of the ſea,
' even in its natural ſtate, that muſt otherwiſe have been at a
' great diſtance from it, though it gives an opportunity of
' extending that advantage to many places now very far
' within land, by giving room for artificial canals that would
' open a trade through many different channels, at an ex-
' pence beyond a degree of compariſon ſmaller than would
' be effected in any other parts of the world; and though it
' offers advantages for manufactures of a ſingular kind, by
' giving an unequalled command of running water for turning
' machinery, whoſe force might be encreaſed to a degree re-
' quired, by the height of fall that might be commanded, at
' the ſame time that every kind of weighty materials could
' ſafely and eaſily be conveyed to market, or brought from it
' along theſe level canals; yet, during the infancy of ſociety,
' theſe ridges of mountains interrupt the little commerce that
' might be carried on by individuals between place and place,
' becauſe no direct roads of communication acroſs the hills
' can be opened, and the circuit along the vallies is ſo long,
' and the navigation from loch to loch, (I mean ſea lochs)
' that often neceſſarily interrupts the roads, is ſo troubleſome,
' that the ſmall traffic which in a thinly-peopled country muſt
' always be carried on by individuals for their own account,
' muſt be totally interrupted. Thus, for example, a merchant
' who ſhould have occaſion to tranſport at once a thouſand
' tons of merchandize from one place to another, would find
' he could do it much cheaper by ſea, than if he had to tranſ-
' port it the ſame diſtance by land; but this is far from being
' the caſe with a man whoſe whole ſtock of goods does not
' amount to fifty pounds weight, and who finds no other per-

'ſon who has occaſion to travel the ſame road at the ſame 'time with himſelf. By land, he can ſet out with this load 'upon his ſhoulder, can command his own time, can carry 'his proviſions in his pocket, and return without loſs of time.

'But by ſea, in ſuch circumſtances, he muſt hire a boat, 'be at the expence of maintaining four men at leaſt, muſt 'wait winds and currents, and tides, which brings on him 'ſuch a heavy expence as is altogether diſproportioned to his 'circumſtances. That little commerce, therefore, is inter-'rupted, and the improvement of the country proportionally 'retarded.*

* Appendix to Report of Committee on Britiſh Fiſheries, No. 11, p. 158.

EXTRACT FROM THE REPORT FROM THE COMMITTEE OF THE HOUSE OF COMMONS, 1785.

'From the concurring teſtimony of all the witneſſes, it ap-'pears to your committee, That the preſent ſyſtem of the ſalt 'laws, is peculiarly embarraſſing and vexatious to thoſe who 'are concerned in the Fiſheries of this kingdom. And it alſo 'appears to your committee, That the beneficient and wiſe 'intentions of the legiſlature in allowing the uſe of ſalt duty 'free in the curing of fiſh for exportation, are, in a great 'meaſure, fruſtrated by the various regulations and reſtric-'tions, which from time to time have been judged neceſſary 'for the purpoſe of preventing a fraudulent abuſe of the 'indulgence.* *Firſt Report*, p. 181.

'Mr.

* [*Salt.*—Much has been ſaid and written on this ſubject, by ſpeculative writers, as well as by traders in fiſh. It has frequently engaged the attention of the legiſlature, but no means have yet been deviſed whereby the Fiſheries can be fully extended, and the revenue ariſing from ſalt at the ſame time effectually ſecured. On the contrary we find, that with a view to ſecure this revenue, the Fiſheries have been laid under ſuch reſtraints

and

'Mr. John Shelly, a ſhip owner at Yarmouth, informed 'the committee, That about ſixty years ago there was a 'Fiſhery carried on from Yarmouth on the coaſt of Iceland, 'which employed about 200 veſſels. That the fiſh uſually 'caught there were cod, taken with hand lines, and were 'dryſalted in the hold of the veſſel. That the reaſon why that 'fiſhery is not now carried on is, that, except in the fiſhery 'for herrings, the duty for all the ſalt not expended in the 'curing of fiſh muſt be paid, or the ſalt deſtroyed. But the 'witneſs is of opinion, if redreſs could be had with reſpect to 'ſalt, that that Fiſhery would be again attempted, and that 'he ſhould himſelf become an adventurer.

Ditto, p. 4.

'Mr. John Sayers, a merchant at Yarmouth, confirmed the 'evidence of Mr. Shelly; and added, That if the reſtraints 'impoſed upon the returned ſalt, when a veſſel arrives from 'the Iceland Fiſhery, were taken off, he believes there would 'immediately be ſeveral adventurers, he himſelf would be 'one; and if the Fiſhery was attended with ſucceſs, he thinks 'it would become a conſiderable fiſhery, as the cod caught 'from the Iceland coaſts are eſteemed the beſt cod fiſh for 'ſalting of any he knows, and the moſt ſaleable at market.

'Mr. James Walker, a merchant at Yarmouth, confirmed 'the evidence of the two foregoing witneſſes; and added, 'That in caſe the preſent reſtrictions upon uſing ſalt for the 'Iceland Fiſhery were taken off, he ſhould immediately be-

'come

and ſubjected to ſuch intricacies at the Cuſtom Houſes, that numbers abandoned the buſineſs, and others were preparing to go with their capitals, their veſſels, and their experience, where few, or no impediments to Fiſheries exiſt.——The late Committee of the Houſe of Commons upon the Britiſh Fiſheries, inveſtigated the ſalt laws with more than ordinary attention, and ſome amendments have been made thereon by Parliament; but great inconveniences ſtill remain, the particulars of which have been amply ſtated.] *Knox's Addreſs to the Public*.

'come an adventurer, and many others would be induced to 'engage in that Fiſhery. That the fiſh caught there are ſupe- 'rior in ſize and quality to any other fiſh brought from New- 'foundland or the coaſt of America; and that there are fiſh 'enough upon the coaſt of Iceland to employ any number of 'veſſels. That he had no doubt, if ſome little encouragement was 'given to adventurers in the Iceland Fiſhery, that they might 'be able to dry their cod in ſuch a manner as would enable 'them, on account of the ſize of the fiſh, to rival the Ameri- 'cans at the Spaniſh markets. *Ditto*, p. 5.

'Mr. James Maxwell, of Campbeltown, a gentleman of 'character, who had been long concerned in the Buſs Her- 'ring Fiſhery carried on from that place, informed your 'committee, That when the complex ſtate of the ſalt laws in 'Scotland is conſidered, it is matter of wonder that the Fiſh- 'eries have not ſunk entirely under the difficulties, delays, 'and heavy expence which they occaſion. *Ditto*, p. 6.

'The law requires that the veſſel ſhall not return from ſea 'till the end of three months, or till ſhe has compleated her 'cargo, the whole of which muſt be taken by her own peo- 'ple.—Now the conſequence is, that the buſſes fitted out 'from Glaſgow, unable to return till after the Weſt India 'ſhips belonging to that place have ſailed from the Port, 'have the mortification of ſeeing thoſe very ſhips paſs by 'them on their way to Ireland; where the fiſhermen, not 'being under the ſame reſtraint as to the time or condi- 'tions of their return, furniſh the herrings for the ſupply 'of the Weſt India market. *2d Report*, p. 4.

'Mr. John Shelly ſaid, that the veſſels that formerly 'went from Yarmouth to Iceland, fitted out in April, and re- 'turned in Auguſt; and were from 40 to 60 tons burthen; ſo 'that the veſſels which are employed in the Herring Fiſhery 'might alſo be employed in the Fiſhery to Iceland.

3d. Report, p. 9.

'Mr.

' Mr. James Walker, a merchant of Yarmouth, being ex-
' amined, confirmed the evidence of the former witneſſes
' upon the Iceland Fiſhery; and added, That in caſe the pre-
' ſent reſtrictions upon uſing ſalt for that Fiſhery were taken
' off, he ſhould immediately become an adventurer, and that
' many others would be induced to engage; that the fiſh
' caught there are ſuperior in ſize and quality to any fiſh
' brought from Newfoundland, or the coaſt of America; they
' are very large, and are ſold at a very conſiderable price at the
' Spaniſh and Italian markets. That he has been informed by
' his grandfather, that 200 veſſels were employed, in his time,
' from Yarmouth, and that the fiſh were ſent principally to
' the French and Spaniſh ports; that they were reſtricted
' from ſending them to the French ports; by the French
' becoming poſſeſſed of Fiſheries of their own, which induced
' them to prohibit the importation of thoſe from England;
' that there is fiſh enough upon that coaſt to employ any
' number of veſſels; that there were a conſiderable number of
' veſſels, to the amount of more than 40 ſail, fitted out laſt
' year from Dunkirk, which fiſhed in thoſe ſeas, and returned
' home with full cargoes; that he had a particular opportu-
' nity of communicating with two of the captains, who in-
' formed him, that ſince the peace, the French were applying
' themſelves very much to the cultivation of the Fiſheries;
' that many Engliſh ſmugglers, and outlawed perſons, were
' entering on board thoſe veſſels, in order to ſhew them the
' manner and nature of the Engliſh Fiſhery; that this of the
' Cod Fiſhery was not alone the object of the French, but
' they were aiming at the Greenland Fiſhery, and that this
' year they are fitting out two ſhips for that trade from Dun-
' kirk; that the officers of thoſe ſhips are drawn from this
' country, and that the harpooner of one of them is a Yar-
' mouth man, who has been enticed over by the promiſe of
' ſuperior wages. That he has no doubt but that if ſome little

' encouragement

'encouragement was given to the adventurers in the Iceland
'Fiſhery, they might be able to dry their cod in ſuch a
'manner as, added to the advantage of the ſize of the fiſh,
'would enable us to rival the Americans at the Spaniſh mar-
'kets, which at preſent we cannot ſo completely do, as the
'American fiſh are ſomewhat larger than thoſe caught at New-
'foundland, and in general fetch a better price; that he has
'no doubt alſo but the mud fiſh, which would be caught on
'the coaſts of Iceland, might be ſent to ſupply the Weſt India
'market; and that the cod caught there might be barrelled,
'and ſold with advantage at the home markets.

Ditto, p. 12.

'Dr. Anderſon being aſked whether he thought that the
'fiſh caught in the Britiſh Seas, by Britiſh ſubjects, could, in
'any circumſtances, be afforded ſo cheap, as, without public
'aid, to bear a fair competition in an open market with
'fiſh of the ſame kind from Holland, Sweden, Norway, or
'any other country? he ſaid, If the queſtion means to apply
'to fiſh in general, and is not meant to be confined exclu-
'ſively to any particular kind, he does, without heſitation
'give it as his opinion, that were the people who inhabit
'the iſlands and coaſts of Great Britain in ſuch ſituation and
'circumſtance as to be able to avail themſelves to the utmoſt
'of the natural advantages they poſſeſs, their fiſh could be
'afforded cheaper than other fiſh of equal quality from any
'part of the globe; though it is poſſible, that in certain cir-
'cumſtances ſome particular kinds of fiſh may be afforded at
'a low, perhaps a lower price than they could be afforded
'by the Britiſh Fiſhermen, though he does not at preſent re-
'collect any kind of fiſh, taken in quantities in thoſe ſeas, to
'which this obſervation will apply, and the reaſons on which

'he

'he grounds his opinion, are as follow: In moſt other coun-
'tries, where any kind of extenſive Fiſhery has been hither-
'to carried on for foreign markets, the fiſhing ſeaſon laſts
'but for a part of the year, ſo that the people who en-
'gage in theſe Fiſheries, having no conſtant employment,
'cannot afford to ſell ſo cheap as if they had an unin-
'terrupted Fiſhery during the whole year round.——In many
'caſes the Fiſhery is precarious; and in ſtill more caſes,
'the people who follow the fiſhing, being at a great diſ-
'tance from the fiſhing grounds, are ſubjected to a great
'expence from the outfit of veſſels, and a ſtill greater
'charge of wages and proviſions to the fiſhermen going
'and returning from the fiſhing grounds.—In all theſe re-
'ſpects Britain enjoys an unequalled preeminence; the vari-
'ety of fiſh which ſwim on her coaſts are ſuch as puts it
'in the power of the natives to follow that buſineſs with
'ſucceſs throughout every day in the year that a veſſel
'can go to ſea; and the fiſhing grounds are ſo near, and
'in general ſo fortunately ſituated, as to put it in the
'power even of a ſmall boat to follow the fiſhing of one
'kind or another from day to day. *3d Report, p. 51.*

'The thing that he conſiders of the firſt importance, is to
'bring the people of thoſe diſtant regions from that diſperſed
'ſituation in which they now live, into cloſe communities,
'where they can exerciſe commerce and arts, and mutually
'give and receive aid from the induſtrious exertions of each
'other: unleſs this be firſt done, he conceives it is altogether
'impoſſible ever to make the Fiſheries on our coaſt be a mat-
'ter of great importance, or to bring the fiſh to market ſo
'cheap as to enable the undertakers to go on without public
'aid. From this conſideration, he conceives, that till ſuch
'meaſures are adopted, bounties and premiums for the Fiſhe-
'ries muſt be accounted in a great meaſure an uſeleſs expendi-
'ture of the national treaſure, which he ſhould not be wil-

'ling, unleſs in particular circumſtances, to adviſe. The na-
'tural progreſſion in this caſe ſeems to be this:—Before the
'people of theſe countries at large can engage heartily in the
'Fiſhery, and follow that as their chief employment, they
'muſt be brought together into ſome cloſe ſociety. Before
'they can live comfortably in towns, they muſt have coals at
'as moderate a price as poſſible. Before they can feel the en-
'livening influence of a ſpirit of induſtry, they muſt be ren-
'dered in ſome meaſure independent. And before they can
'engage in the Fiſheries with a reaſonable proſpect of ſucceſs,
'they muſt be allowed a perfect freedom in buying and ſelling
'ſalt and fiſh of all kinds on the coaſts, without any ſort of
'reſtraint whatever. *Ditto, p.* 52.

'Hitherto the fiſhing on the north-weſt coaſts of Scotland
'has been chiefly carried on by adventurers from towns at a
'diſtance, by the aid of large veſſels, in ſuch a way as ſub-
'jects the undertakers to a great and very unneceſſary ex-
'pence, and therefore obliges them to require a very high
'price for their fiſh, to ſave themſelves from bankruptcy.
'From places in the Mull of Kintyre many veſſels are ſent
'out annually, in the months of July and Auguſt, to the
'herring Fiſhery, in which they are employed for the moſt
'part till the months of December or January: they then re-
'turn to port, and are laid up, or employed in the coaſting
'trade, till the following fiſhing ſeaſon in July returns. In
'either caſe, the whole fiſhing hands are diſcharged, and be-
'come a heavy burthen on their friends or families during
'theſe ſix months of idleneſs; for it is plain they muſt either
'have as much pay during the time they are employed, as to
'maintain them when idle, or be reduced to a ſtate of ex-
'treme indigence during that period.

'A veſſel on the Fiſhery requires an extra number of
'hands for that buſineſs. To navigate a veſſel of 80 tons
'burthen, four men, or at moſt, four men and a boy, are ſuf-
'ficient;

'ficient; but for a buſs of the ſame burthen, 18 men are ne-
'ceſſary; ſuch a veſſel, therefore, even if ſhe ſhould be em-
'ployed in the coaſting trade during the intervals of fiſhing,
'muſt diſcharge at leaſt 13 hands. *ditto, p.* 54.

'Great quantities of oil to be had from all theſe fiſhings.

'From the herrings.—A kettle capable of containing 10
'gallons of the offal of guts, &c. will yield above a gallon of
'oil. It is but of late that fiſhermen have provided them-
'ſelves with a few kettles for this purpoſe; therefore the ex-
'tent is little known.

'Much oil is alſo obtained from the livers of both cod and
'ling.

'From the dog fiſh.—In the beginning of ſummer, as ſoon
'as the ſea begins to be calm (for it cannot be begun ſooner,
'from the roughneſs of the coaſt, which is alſo without in-
'lets) great numbers of dog-fiſh are caught on the north-weſt
'coaſt of Lewis: theſe come in ſhoals like the herrings, but
'when numerous on the Dog Banks, are very deſtructive to
'the cod fiſhing, eating the fiſh off the hooks, before the lines
'can be drawn in.

'This dog fiſhing off the Lewis iſland, from the quantity
'of the oil extracted from the livers, is eſteemed to be moſt
'lucrative.

'The body of the fiſh, after being ſoaked in ſea water for
'ſome days, is then dried upon the ſhore, and, being put up
'in ſtacks, is kept for winter proviſion for the inhabitants.

'Carbane fiſhing.—This fiſh goes alſo by the name of the
'Sun Fiſh, or Sail Fiſh (from the fin on his back, which ap-
'pears like a ſail as he ſwims upon the ſurface of the water,
'and by which he is at all times diſcovered.) He is from 25
'to 40 feet long, is very lazy, and eaſy to be come up with.
'The oil is extracted from his liver, which yields from ſix to
'ſeven barrels each, and is captured by ſtriking him with
'harpoons. *Appendix to Report, No.* XIII. *p.* 229.

ADDITIONAL INFORMATION RESPECTING THE WHITE HERRING FISHERY, FROM MR. MAXWELL.

'It has been already repreſented to the Honourable Committee, that there are two kinds of herrings which come upon the weſt coaſts of Scotland every ſeaſon. The ſmaller herrings in the ſummer-time, and thoſe of a larger ſize in the winter months. This fact is ſo undoubted, that the adventurers, from certain experience, find it neceſſary to equip their buſſes with nets of a very different ſort for the early fiſhing, from thoſe with which they are fitted out for the late fiſhing, the former being much finer in the thread, and conſiderably ſmaller in the meſh than the latter; and when both kinds are ſet in the water together in the ſummer time, the ſmall nets will catch herrings, when the large ones won't take a fiſh; the very reverſe of this is the caſe in winter; the large nets will then kill herrings, and the ſmall ones are of no uſe whatever. The ſummer herrings, it is true, are uſually much fatter than thoſe got in winter; but ſuch is the difference of ſize, that it will take from 1200 to 2000 to pack a barrel, which will be done with from 600 to 800 of common winter herrings, and on this account the latter are conſtantly preferred at Mercal to the former, though to a man of nice taſte, perhaps a more delicate fiſh.

'The great conſumers of herrings are the poorer tradeſmen, and the labouring part of mankind at home, and the negroes in the Weſt-India iſlands.

'The former are not ſo anxious to gratify their palate by eating a delicate ſummer herring, as to ſatisfy the calls of nature by a plentiful meal; and therefore when they go to Mercal, they always chooſe large herrings (if ſound and well cured) before ſmall ones of ever ſo delicate a flavour, even though what the one kind may want in ſize ſhould be

'made

'made up in quantity; for there is ſomething in the appear-
'ance of a few large round herrings which gives them a prefe-
'rence in the eye of a hungry hard-wrought man, before a
'greater number of ſmall ones. In like manner, when a Weſt-
'India merchant buys herrings for the uſe of the negroes on
'his eſtate, and has the heads driven out of a number of bar-
'rels, in order to make a choice, he invariably fixes on thoſe
'which contain the largeſt fiſh, for the ſame reaſon that they
'are preferred by the labouring man; and likewiſe, becauſe
'the ſmall herrings, from their fatneſs, are known to melt
'and diſſolve in warm climates, and to be uſually ſerved out
'to the negroes in ladles.

'The informer has been aſſured by the maſters of Weſt-
'India ſhips, that this happens when the niceſt organs can-
'not diſcover that the fiſh are in the leaſt tainted; and that it
'is aſcribable to the influence of the climate upon the richneſs
'of the herrings, as much as to any defect in the way of
'curing them. On account of this certain and known pre-
'ference given to the winter herrings, it is always the chief
'care of the merchant to have his ſmall ſummer fiſh diſpoſed
'of at all events before they can be overtaken at Mercal by
'larger ones; otherwiſe he runs a very great riſk of never
'being able to get the price of his ſalt, and barrels for them.

'If the herring fiſhers had the Mercals of Sweden and
'the northern countries in their power, as was the caſe for a
'long time, or if they were arrived at ſuch a knowledge of
'the fiſhing buſineſs as to be able to underſell the frugal and
'perſevering Dutch on the continent of Europe, it is be-
'lieved that at theſe mercals ſummer herrings would be pre-
'ferred to others; but at every mercal at preſent in their
'power, either in Britain, Ireland, or the Weſt-Indies, the
'large winter herrings, for the reaſons already mentioned,
'have a deciſive preference, and have alſo the additional
'advantage of coming to mercal about the days of Lent,

'when

' when the conſumption of fiſh in Ireland is perhaps greater
' than through the whole of the reſt of the year.

Appendix, No. XIV. p. 243.

' As the means of encouraging the growth of towns and
' villages, ſeparating the occupations of ſeamen and tradeſmen
' from that of the farmer and land labourer, and contributing
' to the accumulation of ſtock, and advancement of induſtry,
' the compariſon will be found ſtill more favourable to the
' buſs fiſhing.

' In the caſe of Rotheſay, the effect of the buſs fiſhing in
' theſe particulars is diſtinctly ſtated in a memorial, by an
' inhabitant of that place, which alſo contains the particulars
' of the State reſpecting the fiſhing by ſmall boats, the general
' reſult of which has been above ſtated. In the year 1763 it
' was a poor decayed borough, its inhabitants not above 500,
' its craft (except 20, or 30 open boats, about 4 tons burthen)
' only two ſmall coaſting veſſels. In that year, the buſs fiſh-
' ing was begun by Meſſ. Robinſon and Mair:—it has ſince
' been perſiſted in by theſe and other traders, moſtly bred up
' under, and encouraged by their example, under all the diſ-
' advantages ariſing from the diſappointment at one period, in
' the payment of the bounty, and ſince by the increaſed ex-
' pence of wages, and materials, and the burthen of inſurance,
' and loſs by captures during the war, they laſt year employ-
' ed 26 buſſes and 290 ſeamen in the Fiſhery.

' While the buſs fiſhing itſelf affords employment for ſo
' many veſſels, and breeds ſo many ſeamen, it has led them
' to find employment for their ſeamen and capital, in a coaſt-
' ing and carrying trade, in which the materials for building,
' rigging, and repairing their veſſels, with ſalt, and other arti-
' cles uſed in the fiſhing, make of themſelves a conſiderable

' branch

'branch; inſomuch that the veſſels belonging to the port laſt 'year, including 26 buſſes, were no leſs than 57, and their 'tonnage, 3,296 tons.

'The inhabitants of the town are encreaſed to upwards of '2,000, and in that ſhort period from 1763, they may be mo-'derately computed to have acquired in houſes and veſſels, 'a capital of 70,000l. or 80,000l. There are at this moment 'ſeven or eight of conſiderable burthen on the ſtocks, and 'more likely to be added in the courſe of the ſeaſon.

'By the introduction therefore of the Buſs Fiſhery, and 'the other branches of buſineſs to which it has led, the inha-'bitants of Rotheſay have, in twenty years, acquired more 'property than was poſſeſſed by the whole iſland. Mean time 'the land has been relieved of theſe inhabitants, who are now 'more profitably employed in the town, the demand for its 'produce is encreaſed, the farmers have gradually extended 'their poſſeſſions, and become more ſpirited in their opera-'tions; and though the rents have been conſiderably ad-'vanced, they are plainly bettering their ſituation, and no 'rents in the kingdom more punctually paid.

'What has been ſaid of Rotheſay, will be found nearly ap-'plicable to Campbeltown. That alſo, when the bounty was 'firſt eſtabliſhed, was a very trifling town; the extent, and 'number, and condition of its people is ſince prodigiouſly 'encreaſed.*

'The vicinity of the Highlands to Greenland, gives the 'inhabitants an eſſential advantage over all other States who 'engage in the Whale Fiſhery; and it is a moſt favourable 'circumſtance, that when the Greenland Fiſhery ends in the 'month of June, the Herring Fiſhery begins. By this happy 'regulation of nature, the ſeamen who had been on the for-'mer Fiſhery from March till June, might immediately engage

'and

* Appendix, No. 15, p. 254.

'and continue in the latter Fiſhery till February. Laſtly, the 'ſituation of the Weſt Highlands is alſo remarkably favour-'able for proſecuting the great Newfoundland Fiſhery, from 'whence the veſſels might proceed with their cargoes to the 'Weſt Indies, Spain, Portugal, or Italy, and rerurn to the 'Highlands in good time for the latter winter Herring Fiſhery, 'the termination of which might be extended as in Ireland 'from the 12th January, to the 1ſt of February.

'Thus by a continued ſucceſſion of fiſhing and ſailing, thoſe 'northern ſhores would be ready at all times to furniſh a very 'powerful ſupply of excellent ſeamen, but in the preſent ſtate 'of the country, no effectual exertions can be made, even in 'that Fiſhery, which its lakes and bays afford. Here is a con-'ſiderable body of people without capital, and a coaſt without 'towns, where the natives can be ſupplied with nets, caſks, 'ſalt, hooks, lines, and proviſions. Here are no places where 'fiſhers, women and children, from diſtant parts, can be ac-'commodated with lodgings, either while in health, or ſick-'neſs. The inhabitants of theſe ſhores have but ſcanty dwel-'lings to themſelves, and are equally ill provided in neceſſ 'ries for the accommodation of perſons who flock thither in 'the fiſhing ſeaſons.

Extracts from KNOX, *&c.* p. 29.

N. B. [The favourable ſituation here mentioned for the Fiſheries of Iceland, Greenland and Newfoundland, is equally applicable to the north weſt coaſt of Ireland, with this eſſential advantage, that there is no intricate navigation amongſt iſlands; one wind ſerves, and one direct courſe leads to the ſeveral ſeats of theſe Fiſheries in an open ſea, without danger. Add to this, that every fiſhing bay in the country of Donegal is acceſſible by roads; and ſalt-works, ſtores and other conveniences are provided all along the coaſt. Nothing is wanting but Capital.]

To the Right Honourable the Lords Commiſſioners of His Majeſty's Treaſury.

THE HUMBLE MEMORIAL OF THE CONVENTION OF THE ROYAL BOROUGHS OF SCOTLAND,

SHEWETH, That, agreeable to the terms preſcribed by the Acts of Parliament of the 11th and 19th of his preſent Majeſty's reign, the adventurers concerned in the White Herring Fiſhery from the river Clyde, have proſecuted that branch of trade at a very great expence; and the memorialiſts are ſorry to find, that theſe their endeavours for ſeveral years paſt have not been attended with ſucceſs.

That theſe adventurers having ſunk large ſums of money in carrying on that valuable branch of national commerce, and being unwilling it ſhould fail altogether, made laſt year a further trial, though to no better purpoſe, all the veſſels (one or two excepted) having returned without any herrings, whereby they will be reduced to the diſagreeable reſolution of abandoning it, unleſs ſome relief is obtained.

That the memorialiſts beg leave to ſtate, That by the above-mentioned Acts of Parliament, the fiſhers are confined to fiſh on the Scotch coaſt, and as for a number of years, the herrings have totally abandoned theſe ſeas, and have gone to the coaſts of Ireland, where for ſome time the Fiſhery has been very ſucceſsful, they are therefore humbly of opinion, that the only remedy left, in order to preſerve that invaluable branch of trade from being totally loſt to this country, is an extenſion of it to the coaſts of Ireland, as well as Scotland.

The memorialiſts flatter themſelves, that as his moſt gracious Majeſty has been pleaſed, with the advice of his parliament, to extend the liberties of trade to their ſiſter kingdom, he will alſo afford relief to this country; and they would therefore hope your lordſhip's will promote a bill in parliament for the exten-

ſion of the Britiſh white herring Fiſhery bounty, with liberty to clear out veſſels from this country, and to proſecute the ſaid fiſhing indiſcriminately in the ſeas and bays, and on the coaſts of Britain and Ireland; and as theſe fiſh go from ſhore to ſhore, that liberty be alſo granted to the Iriſh to fiſh on the Britiſh coaſts, in like manner as on their own: thus making the trade of both kingdoms one common benefit, to the great advantage of the nation in general, and the increaſe of ſeamen for his Majeſty's navy.

(Signed) JOHN GRIVE, Preſes.

EXTRACTS FROM M'KENZIE'S DESCRIPTION OF THE WEST COASTS OF IRELAND.

SPRING TIDES on this part of the coaſt riſe twelve feet perpendicular, neap tides ſeven.

THE KILLERY HARBOURS.

The Killery is capacious, well ſheltered, and good ground fit for ſhips of any ſize: There is good anchorage in any part of it. The wideſt part, and moſt moderate depth, is about two miles up the harbour. When the wind blows freſh from the eaſterly quarter, this Harbour is ſubject to violent ſqualls of wind that come down from Muilrea mountain, which is on the eaſt ſide of it.

HARBOURS *within the* NEWPORT ISLANDS.

There are ſeveral places among theſe Iſlands, where ſhips of any burthen may ride well ſheltered, on good ground, and a ſufficient depth of water.

Small

Small veſſels may go up to the quay of Newport Prat, after half flood, and though they ground by the way they can receive no damage, for the ground is ſoft mud for the moſt part.

[N. B. Small veſſels can likewiſe go up to Weſtport, where Lord Altamont has built a very pretty town.]

Black Sod Bay.

Black Sod Bay is pretty well ſheltered, the ground clean in moſt parts, and the water ſufficiently deep for large ſhips: but the ground being a hard ſand, it is not thought that it will hold well in hard gales from the weſt or ſouth weſt, eſpecially in the winter time, when theſe winds ſet in a great ſwell. The beſt anchorage is on the weſt ſide of the bay, about a quarter of a mile ſouthward of Barnach Iſle on 4½ or 5 fathoms. Veſſels that draw not above ten feet water, may ride farther up that bay in 2¾ or two fathoms.

Broadhaven Harbour.

In this Harbour the proper ancorage is well ſheltered, the ground good, and the water of a ſufficient depth for any ſhip; but there is not room for above two large ſhips, or for more than three or four that draw ten or twelve feet, to ride in good ſhelter in northerly winds: and theſe muſt ride with no more than half a cable to the eaſtward and weſtward. This anchorage is between two ſpits of ſand; one of which runs out from Pintagil Point on the weſt ſide, the other from Riniſhunnach Point on the eaſt ſide.

Killibeggs Harbour.

Killibeggs Harbour is well ſheltered, good ground, and capable of large ſhips. The beſt anchorage is neareſt the weſt ſide of the harbour, when the ruins of the old caſtle bears weſt by north, and the eaſt end of the town N. N. E. on

3½ or four fathoms the leaſt water. Veſſels that draw not above ten feet, may anchor nearer the town, when the point of the low green Iſland bears on Rotten Iſland.

Tillen Harbour.

Tillen Harbour is a creek, where a few ſmall veſſels may ride ſafe in in the ſummer time. There is water ſufficient for large ſhips; but they muſt anchor more in the open, where a great ſwell ſets in, when it blows freſh from the weſt.

Church Pool Anchorage.

This is a ſmall Bay on the ſouth eaſt end of the Iſland Iniſkiel, in Boylagh, in which the ground is clean and good, and the anchorage ſufficiently ſheltered, except when it blows hard between the ſouth weſt and the north weſt points; for when the wind is from the eaſt point of the iſland, which ſometimes breaks in the bay and makes it very hard riding.

[N. B. Small veſſels find a good harbour at Dauras.]

Croit Island Ancorage.

Veſſels that draw not above nine or ten feet water, may run in on the eaſt ſide of Croit Iſland, and anchor on clean ground, pretty well ſheltered, between the middle of Croit and Mulachderrik.

Sheep Haven Harbour.

This harbour, being open to the N. and N. E. it is not ſafe to ride long in it in the winter time. The beſt part to ride in, is in the bay of Dunphanachy, on the W. ſide of the entry, where there is water ſufficient for the largeſt ſhip.

Loch Swilly.

Loch Swilly is a capacious and ſafe harbour, of eaſy acceſs, and fit for ſhips and veſſels of any ſize. A ſhip may ſtop in any

any part of it, for the bottom is all clean, and the depth moderate. The two beſt parts to ride in are, off Buncranach Houſe (called a caſtle) any where about two cables length from the ſhore, on from four to eight fathoms water, and between the iſland Inch and Rathmullan, neareſt to the latter, or from five to eight fathoms water. In this laſt anchorage the ſtream of tide runs about three miles an hour, when ſtrongeſt.

The following is a more particular and accurate account of the anchorage of Arranmore, and harbour of Iniſhmacadurn (now called Rutland) than that given by Mackenzie.

ARRANMORE ANCHORAGE *deſcribed.*

This anchorage is on the eaſt ſide of Arranmore, and on the ſouth ſide of the ſmall iſland Illanagouna, or Calf Iſland, about half way between the eaſt end of Calf Iſland and that point of Arran next to and S. W. of it, on which point, to make it remarkable, is built a round white tower, about a cable's length from the ſouth ſide of Calf Iſland, and almoſt double that diſtance from the above point of Arran—when Owey Iſland is entirely ſhut in by Calf Iſland on $3\frac{1}{2}$ or 4 fathoms at low water, and a clean ſandy bottom. Blind Rock is a rocky ſhoal, on which the leaſt water is five feet, which extends E. by S. one third channel over, or 126 fathoms from Calf Iſland towards Carrickavallie, a black rock always above water, which lies in the oppoſite ſide of the channel, about half a mile E. by N. from Calf Iſland. Near this rock the water is ſufficiently deep.—On the eaſt extremity of Blind Rock is fixed a red perch buoy. To ſail into the above anchorage, come in along the eaſt ſide of Arran, and between Calf Iſland and Carrickavallie; take the perch buoy on Blind Rock on your ſtarboard hand, when you are about two cables length within this perch, haul off weſtward, towards the white tower on Arran, and anchor as above deſcribed. Eaſt from Leabgarrow houſes are ſeveral rocky ſhoals, extending

tending two cables length from Arran ſhore; on that which lies fartheſt to the N. E. is fixed a white perch buoy.

Rutland Harbour.

Between Duck Iſland and Iniſcoo, and between Rutland, Iniſcoo, and Edderniſh Iſlands, veſſels may be ſafe and well ſheltered in all weathers in five and ſix fathoms water.

To ſail into this harbour after half-flood, come in along the eaſt ſide of Arran, and between Carrickavallie and Calf Iſland, take a red perch buoy on Blind Rock on your ſtarboard hand, give the weſt ſide of Eighter, oppoſite a red wooden triangle, a birth of a cable's length—ſtand for a round white tower, with a croſs on the top, on N. Torbawn; taking this on your ſtarboard hand, ſtand through the middle of channel between it and the oppoſite point of Eighter, for a wooden triangle, boarded half way down from the top, and painted red, on a ſmall rock between the ſouth end of Eighter and Duck Iſland. Take this ſmall rock and triangle cloſe on your larboard hand, and anchor between Duck Iſland and Iniſcoo, or farther up.

Weſt from the tower on N. Torbawn, about one quarter of a mile, is a dangerous rock called N. Carrickbealatrogh, which is covered after half flood.

N. B. Blind Rock may alſo be avoided by keeping the firſt red wooden triangle on the white tower on N. Torbaun, until you have Carrickavallie on the eaſt end of Owey, then you are free to haul weſtward; or by leaving two-thirds of the channel to Calf Iſland, and one-third to Carrickavallie; and when you are a-breaſt of Eighter, haul weſtward as before.

To ſail into Rutland harbour by the weſt ſide of Arran, and between Illancroan and Iniſhkerah iſlands. Give the weſt ſide of Iniſkeragh, a birth of two cables length, take a red perch buoy N. W. of Illancroan on your ſtarboard hand.

Give

Give the ſouth point of Iniſkeragh a birth of a cable's length —ſtand for the ſouth end of Rutland Iſland—take all the red perches you meet on your ſtarboard hand, and thoſe painted white, with round bonnets at the top, on your larboard hand. This channel is not to be attempted but by thoſe who are a little acquainted, and in caſes of neceſſity.

The port of Rutland lies between the iſlands of Iniſhmadurn and Iniſcoo, in latitude 54 degrees 56 minutes, ſheltered from the Atlantic by the great iſland of Arran, and moſt conveniently ſituated for the trade to Newfoundland, the Weſt-Indies and North-America. This iſland is the firſt land made by veſſels coming north about to Scotland, or the north-weſt ports of England; ſmall veſſels can get out of the port of Rutland at all times, as there is a channel to the ſouthward of Iniſhmacadurn. Large veſſels are prevented only by a blowing wind at North. This harbour will contain a great number of veſſels, as appears from the Fiſhery of the years 1785 and 1786, when there were between 300 and 400 lying there at the ſame time. They are moored by ſingle cables to rings fixed to the rocks, which form natural quays round great part of the iſland. Mr. Conyngham, the proprietor, is ſpending large ſums of money in building ſtores, ſalt-works, and other neceſſary buildings, for the purpoſes of the Fiſhery. He has eſtabliſhed a capital maſter builder, and laid in all kinds of ſtores for the repair of veſſels, and two ſhips have been already launched from this yard. He gives every kind of encouragement to ſettlers, and leaſes for lands, in perpetuity, to thoſe who build.

The want of a convenient port on the weſt coaſt of Ireland has been much felt by the Weſt-Indian and American trade, and there is no doubt that the port of Rutland will be much frequented when it ſhall be more generally known, and that veſſels can likewiſe get every kind of repair and ſtores; indeed, it ſeems well ſituated for the trade coming north about

to

to touch at, for the maſters to receive their inſtructions from their owners, there being a regular poſt eſtabliſhed from Dublin to Rutland.

The foregoing Extracts from works not to be ſuſpected of partiality to Ireland, furniſh ſufficient proofs of the ſuperior advantages enjoyed by that kingdom for the carrying on the Fiſhery, ariſing principally from the following cauſes, viz. From the greater abundance of fiſh on the coaſts; from the unreſtrained manner of carrying on the Fiſhery; from being free from the embarraſſments and vexations of the ſalt laws, regulations and reſtrictions; from the greater eaſe of proſecuting the Fiſhery, ariſing from the happier ſituation of the ſeveral bays; from the vicinity of the markets for the ſale of the fiſh, and for the purchaſe of foreign ſalt; but principally for the beſt of all encouragements, theext ent of the home market.

To ſhew that the riſe of the Iriſh Fiſheries has correſponded with the encouragement given, there is ſubjoined an abſtract of the bounties granted by the preſent ſubſiſting laws. Alſo accounts of the number of veſſels on the bounty, and of the bounties paid ſince the commencement, together with the exports and imports for 10 years preceding the bounty. And to ſhew the little effect of the great bounties extended to the Britiſh fiſheries, there are added the ſame returns for England and Scotland, by which it may be obſerved, that in Great-Britain no increaſe whatever has been made to the export,* and

* In England there appear to have been conſumed and exported in the firſt ten years of the account, barrels - - 665,687
In the laſt ten years, ditto - - 518,912

Quantity leſſened, - - - 146,775
Which is annually - - - 14,677 barrels.
In Scotland exported in the firſt ten years - 290,431
In the laſt ten years, - - - 326,972

Increaſe - - - - 36,541
Which is annually - - - 3,645 barrels.
But the average export of the whole 32 years is only 28,858
Leſs than the firſt ten years by - - 285

and little to the conſumption. The only effect therefore has been the transferring the taking of the fiſh from the natives of the wild coaſts of the highlands, to the ſeamen employed by the owners of the buſſes; and few towns in Scotland ſeem to have derived benefit from the increaſed export of herrings, though the Fiſhery, as it appears, has been totally deſtroyed in Shetland and the Orkneys, where it ought principally to have been encouraged.

With all theſe advantages of ſituation in Ireland, notwithſtanding the ſpirit and activity of the proprietors of eſtates on the weſtern coaſt, who have opened roads of communication to the ſeveral fiſhing bays from the interior country, eſtabliſhed ſtores and accommodations for ſtrangers reſorting to the fiſhery, erected dock-yards for the repairs of trading veſſels, with every conveniency of ſupply, the Iriſh are deficient in the great ſprings of commerce, the capitals, the mercantile intelligence and turn of their Britiſh neighbours.

From this deficiency, the Fiſhery hath hitherto been carried on by the natives by no means to that degree of advantage that would follow the embarking of large capitals, few of the Iriſh veſſels cure their herrings in barrels, but, making them up in bulk, content themſelves with the ſupply of the home market; and even in this, they are rivalled by the ſuperior ſkill of the merchants of Scotland, Liverpool, and the Iſle of Man, who, after having taken the herrings in the bays of Ireland, repack them at home, and come into competition with the Iriſh fiſherman in his own market. This ariſes principally from the Britiſh veſſels being employed in freights, or other trade, when not employed on the Fiſhery; whereas the Iriſh veſſels have little employment but a ſmall coaſting trade. Were their capitals ſufficiently extended to take advantage of their peculiarly happy ſituation for the Newfoundland, Greenland, and ſouthern whale-fiſhery *(for all of which equal bounties are granted in Ireland to thoſe of Great-Britain)* and for

the Iceland cod fiſhery, their ſhips and ſeamen would find employ the whole year round, as the principal herring Fiſhery ſeldom begins till the month of November. Indeed, were the people on the weſtern coaſt of Ireland once experienced in the cod Fiſhery, there is no doubt that they would in this circumſtance alone find abundant employ on their own coaſts, as will appear, not only from the foregoing Extracts, but from the following Letter, written by a very intelligent perſon, ſome years engaged in the Fiſhery.

'As the white herring Fiſhery on the north-weſt coaſt of 'this county ſeems to be little underſtood, and leſs practiſed, 'I ſhall give my ſentiments of it, in order to encourage per- 'ſons of wealth and public ſpirit to open ſo rich a mine 'of wealth; for, in my opinion, there is no undertaking in 'which a perſon of knowledge in the Fiſhery could poſſibly 'engage, with ſo certain a proſpect of advantage; as the 'coaſt in different places the whole ſeaſon abounds with an 'infinite quantity of the fineſt Fiſh in the univerſe.

'At the commencement of the ſeaſon, the principal ſea 'of our herring Fiſhery is generally at Roſſes, when you 'may almoſt at every place, as long as the herrings continue 'there, fill your boats two or three times in the 24 hours, 'with the fineſt cod, ling, glaſſin, and hake.

'The cod being much ſuperior in ſize to the Newfoundland 'fiſh, the bait made uſe of is herrings, when they fiſh from 'two to ten fathoms water.

'The generality of the boats at Roſſes would not carry 'above 35 or 40 dozen at moſt, the higheſt price of which 'is about two Engliſh ſhillings per dozen.

'The plan I would recommend would be, to have an 'eſtabliſhment, with large commodious ſtores, at every place 'the herrings uſually frequent, and there have a number of 'boats fitted out for the white Fiſhery alone; and your fiſh,

'when

'when taken, ſalt up in bulk, until the ſeaſon for drying,
'which begins about the firſt of May; at which time ſtages
'and flakes ſhould be erected for the purpoſe of drying
'them.

'The only difference from ſalting in bulk is, that the fiſh
'are a little darker in the colour, and ſomething ſalter than
'thoſe immediately dried after being taken; which laſt may
'be remedied by ſteeping them a few hours before they are
'put up to dry. It however requires a perſon of good judg-
'ment to be able to diſtinguiſh the difference. I have ſeen
'ling, dried in this manner, ſell at Dublin market at 24*l.* per
'ton. I ſhould prefer an inſular ſituation for erecting ſtages,
'as they would be leſs liable to pilfering, or other accidents.

'At Dawries the fiſhing commences ſometimes a month
'before Roſſes. The fiſhing is generally over there about the
'firſt of March; it then falls off to Glenhead and the ſound
'of Rahry, where it continues until the beginning of June,
'and ſometimes longer, in the greateſt abundance, with the
'addition of ſome other kinds peculiar to that place; ſuch
'as fine red cod, and ſyth, or pollock, which is got there from
'the beginning of April until Auguſt, in ſuch abundance
'(particularly ſyth) that the fiſhers can always load their
'boats when they look for them, and can procure bait. The
'beſt bait is eels; but they are difficult to be got, but might
'be eaſily procured, provided they made uſe of proper
'means.

'Any quantity of all the foregoing kinds of fiſh could be
'got at this place, provided they had any place of ſafety for
'their boats, as it is only in fine weather the boats from Tu-
'lan venture to look for them; as the ſhore is very rough,
'and the ſea often in great agitation. However, nature in
'thoſe parts has formed a creek, which may be improved in-
'to a good harbour for boats and ſmall craft. But at preſent
'it is full of paving ſtones, and blue clay gravel, and two or

three ſmall rocks at the entrance, all which could be removed at a trifling expence, which would be ſoon repaid by the great ſervice and convenience it would be to all concerned in the white Fiſhery, and be a reſting place for all boats or ſmall craft, on their voyage from Banagh to Roſſes, and back again; where they could ſtay with ſecurity until the weather would permit them to proceed.

In this place the fiſhers can, at any time in ſpring and ſummer, get a ſufficiency of herrings for bait; and ſometimes in the months of April and May they could load their boats with as good herrings as at any time in the year, as they begin to mend at that time.

A fiſherman of credit informed me, that the laſt week in April laſt year, he got 5,000 of as fine herrings as he had ever ſeen, at one ſhot, with one ſhare of nets (which is only the ſixth part of what they commonly fiſh with) and ſold them in Sligo market at 5s. per hundred.

For this reaſon, the fiſhers all imagine the herrings continue the whole ſeaſon in the deep water about Glanhead and Rahry, from the time they leave the ſhoals, where they have ſpawned, until they return to them the enſuing ſeaſon; and to this cauſe they attribute the great number of white fiſh that are to be met with at thoſe places in ſpring and ſummer.

The fiſhers here are unacquainted with long lines; yet thoſe places are particularly adapted to that mode of fiſhing, as the ſea where they fiſh is a great depth, from 50 to 70 fathom, within half a mile of the ſhore, which makes hand line fiſhing laborious work.

The glaſſin here are in ſuch abundance that they often take the bait before it is many fathoms from the boat's ſide; but by fiſhing with long lines they would moſtly get cod and ling, which ſwim at the bottom, and are much more eſteemed than the former.

The

'The beginning of July the mackrel fiſhing commences, 'and continues until the middle of September. The method 'in practice for taking them, is by doubling their herring 'nets, in order to ſtrengthen them; and by fixing a ſail-rope, 'they form them into a kind of ſeine, about 100 fathoms 'long; to the one end of which they faſten a tow line, with 'an anchor, which they throw out when they ſee them play, 'and take a ſweep round the place where they ſee the ſigns, 'and then bring the two ends of the net together, and what-'ever is encloſed in it they haul into their boats. As they 'ſwim on the ſurface, they ſometimes load their boats at a 'ſhot, as they term it. Any quantity could be got, provided 'a market could be found; as one boat alone belonging to 'Toulon, can take as many as can be ſold. The price they 'commonly ſell at is one ſhilling per hundred.

'From May to November, the bays of Inver and Bally-'will are full of ſprats; a great part of the time, incredible 'numbers could be taken. Could oil be extracted from them, 'a very conſiderable manufactory of that commodity might 'be carried on. This I cannot affirm from my own know-'ledge, as I never have ſeen it tried; ſome of the fiſhers 'inform me it can be made from them, and ſome inform me 'otherwiſe; but this I ſhall be well acquainted with by next 'ſeaſon. At Waterford they ſmoak them, as they do herrings.

'Sometimes in ſummer great quantities of ſmall herrings 'are taken in Inver bay, of which oil can be made;—a thou-'ſand producing from 4 to 5 gallons, and the guts of a thouſand 'alone will produce one gallon. In the ſummer of 1784 ſuch 'quantities were taken, that the average price was 13*d.* per 'thouſand; and many millions were thrown into the ſea; 'and many more could, and would have been taken, had the 'fiſhers a proſpect of getting 1*d.* per hundred for them.

'Any perſon who had proper conveniences for mak-'ing it, at that time, would have made a conſiderable fortune; 'and what has been, may be again.

'In

'In the months of October, November and December, 'when the herrings ſet into the bay of Inver, and Ballywill, 'ſwarms of white fiſh always attend them, ſometimes in ſuch 'abundance when they mix with the great bodies of herrings, 'that they will come aſhore, gorged and choaked up with 'the quantities they have devoured, lying on the ſurface of 'the ſea, in ſuch plenty, that boats have been filled with a gaff, '(a hook at the end of a ſmall ſtick) in an hour's time.

'As there are upon our coaſts, ſuch inexhauſtable funds 'for acquiring wealth, I am much ſurpriſed at the indolence 'of the nation in general, and that no ſpirited perſons have 'ever attempted this Fiſhery, as I can ſhew by a table of ex-'pences, (which I ſhall annex to this,) that we may have them 'at a trifling expence, and could eaſily underſell thoſe con-'cerned in the Newfoundland Fiſhery; and conſequently 'rival them and all other nations in that commodity, and, in 'ſome time, make this Fiſhery of as much conſequence to us, 'as Newfoundland is to Great Britain: and, if ſpiritedly pur-'ſued, in my opinion, as many fiſh could be procured on our 'coaſts, as would ſerve the greateſt part of the Mediteranean 'markets; and if the ports of Britain were open to us, we 'could ſell immenſe quantities there to good account: and, 'provided a war ſhould break out, the perſons concerned in 'this Fiſhery muſt make ample fortunes in a ſhort time by 'fiſh and oil.

'I dare affirm, that with a capital of 10,000*l.* fifty ſail of 'veſſels, from fifty to one hundred tons burthen each, could 'be loaden in one ſeaſon, with fiſh, dry and wet, in barrel 'and bulk, and at leſs than one half of the expence that any 'other Fiſhery I can hear of, has every been carried on.*

'As they could all be taken in boats from four to twelve 'tons burthen, and within half a league of ſhore; and con-'ſequently

* See the calculation following, p. 69.

' ſequently the outfits, and five or ſix months freight, inſu-
' rance, &c. would be ſaved, which the merchants concerned
' in the Newfoundland Fiſhery have to pay; and then if a
' tempeſtuous ſeaſon ſhould come on, (which ſometimes hap-
' pens) they are obliged to go to market, without full cargoes;
' all which conſiderations, in my opinion, make this Fiſhery
' of more conſequence than is generally underſtood, and giv-
' ing employment the whole ſeaſon, to ſuch a number of in-
' duſtrious fiſhers and labourers, and breeding up ſuch a
' number of hardy ſeamen, muſt be of importance as well to
' us, as to our ſiſter kingdom,

' Upon this coaſt, from Carigan head to Glenhead, they
' have a conſiderable ſun Fiſhery in April, May, and June.

' The Teelan fiſhers have in each boat a harpoon, with lines
' for killing them, ſome of them will kill two or three in a
' ſeaſon; the livers of which will produce from a ton to half a
' ton of the fineſt oil.

A TABLE

A TABLE *of* EXPENCES *attending a Cargo of* COD, *ſuppoſed to have been made up at Roſſes, on the N. W. Coaſt of Ireland.*

	£.	s.	d.	£.	s.	d.
Skipper, the ſeaſon of 6 months, at 2*l.* per month	12	0	0			
Three fiſhers, each at 20*s.* per man, per month,	18	0	0			
Four men's diet, at 13*s.* per man, per month	12	12	0			
To five boat's crews, which it will take for the ſaid ſeaſon, at	45	12	0	228	0	0
To an overſeer for the ſeaſon	10	0	0			
To a ſplitter, for ditto, 6 months, at 20*s.* per month	6	0	0			
To a ſalter, ditto ditto	5	0	0			
To a header, ditto ditto	4		0			
To an attendant to the table	3	0	0			
To five men's diet, at 13*s.* per man, per month	19	10	0			
To a ſecond table, all but the overſeer	18	10	0			
To four men's diet, at 13*s.* per man, per month	15	12	0	81	12	0
Curing Ditto.						
To eight men drying the above, at 2*l.* 10*s.* per man, per ſeaſon	20	0	0			
To diet for ditto, at 13*s.* per man, per month	31	4	0	51	4	0
Salt uſed in curing ditto, 80 tons, at 3*l.* per ton				240		
			£.	600	16	0

An ACCOUNT *of the expence of a Cargo of White Fiſh, ſuppoſed to have been bought from the Fiſhermen at Telan, price being then 2s. 2d. per Dozen.*

	£.	s.	d.	£.	s.	d.
To 9,000 dozen fiſh, which I compute to weigh 200 ton, at 2s. 2d. -	975	0	0			
To cleaning, drying, &c. at 6d. per dozen - - - - - - - - - -	200	0	0			
Salt uſed in curing ditto, 80 tons, at 3l. per ton - - - - - - - -	240	0	0	1415	0	0

'Beſide the advantage of being ſeveral hundred leagues 'nearer to the different fiſh markets; and as we can begin to 'cure our winter fiſh in March, we could have a cargo, 'ready to ſend to market the beginning of July; by which 'means we could not only command the earlieſt markets, but 'our veſſels may probably be able to make two voyages in 'the ſeaſon; as they may be ready by the firſt of December 'to take in their ſecond cargo, and have time ſufficient to 'arrive at market the beginning of Lent.

'By building boats, and engaging fiſhers in a judicious 'manner, and giving premiums to the ſkippers of each boat, 'and alſo to the crews, of the three or four beſt fiſhed boats,

* N. B. This calculation is made on a ſuppoſition of buying up the fiſh, and paying for curing, without employing ones own boat's crews.

But if the Fiſhery was regular, and a demand for all fiſh taken, the price would probably be ſoon lowered the one half. But even here the bounty, (which by the act of 27th George the Third is extended to 3s. 3d. the cwt.) repays 650l. of the expence, ſo that the cargo, at this rate, would ſtand only in 765l. or 3s. 9d. 9-tenths.

'which would create an emulation, I am confident we can 'have our fiſh for one ſhilling per dozen.

'As the Roſſes in particular, commonly for four months in 'the winter, abound with fiſh in as great plenty, as they do at 'Newfoundland, or any other place, while they have to go 'ſometimes 30 or 40 leagues to ſea to fiſh, we have ſeldom to 'go above half a mile from ſhore. The Roſſes likewiſe is ſo 'environed with iſlands, that they can fiſh in ſecurity within 'them, almoſt in any weather.—Though laſt winter was re-'markably ſtormy, there were few nights they could not fiſh.

'Fiſh taken when the herrings are plenty on the coaſt, are 'weightier, and have much more oil in their livers, than in 'the ſpring and ſummer. One dozen of prime fiſh, will ſome-'times yield a gallon, ſometimes four dozen will not do as 'much; but as the greateſt part it is ſuppoſed, will be taken in 'winter, I average the whole at a gallon for every two 'dozen; and the bounty given will pay the manufacturing 'it, and the freight to market.

'I would recommend barreling glaſſin, and hake, in 'preference to cod; as they don't bring more than half of 'the bounty on exportation, which the cod does.

'A few would ſell well at all the before-mentioned mar-'kets, the average price of which is about 30s. per barrel, of '32 gallons, ſometimes they give 40s. but that is ſeldom.

'The ſalt required to cure effectually one hundred quin-'tals, is about two tons, and for each barrel three-fourths of 'an hundred.—From all which it may be eaſily ſeen, what 'great advantages may be derived, from following this trade 'in a ſpirited manner."

THE

THE FOLLOWING IS AN ABSTRACT OF THE SEVERAL IRISH ACTS OF PARLIAMENT FOR THE ENCOURAGEMENT OF THE FISHERY.

ALL veſſels upwards of 20 ton, decked, or partly decked, and manned with four men for the firſt 20 tons, and one man for every eight tons afterwards, proceeding to certain rendezvous at any time from the Firſt of March, to the 25th of October, and giving proof of their continuance on the Fiſhery for three months, unleſs they ſhall have ſooner compleated their cargo, (the entry of which at the Cuſtom-Houſe is proof) ſhall be entitled to 10s. per ton on the outfit, and as a further encouragement, to the following premiums on the taking of fiſh.

	£.	s.	d.
For the firſt five barrels of herrings, 4s. each -	1	0	0
For every barrel of mackrel, cod, ling, hake, glaſſing, colefiſh, or conger eel - - - -	0	2	6
Herrings in bulk at the rate per barrel of - -	0	1	3

No bounty to be paid for more than 80 tons.

Veſſels called wherries, which are well calculated for the Fiſhery, but not for packing of barrels, are entitled on performance of the requiſites, to 20s. per ton on the outfit, but no premium on the fiſh taken.

N. B. There is no obligation to carry boats, nets, or ſalt, nor prohibition from buying fiſh; ſo that the veſſels are frequently loaded in a few days. As an encouragement to build veſſels on the coaſts in contiguity to the Fiſhery, 3l. per ton premium is paid on all veſſels built between the Staggs of Broadhaven and Eniſhowea Head, on condition that the ſaid veſſels remain two years on the Fiſhery, and to receive no other bounty granted by this act.——This does not prevent them from receiving bounty on the Newfoundland Fiſhery.

Free liberty of fiſhing is granted on all the coaſts, and the uſe of waſte ſhores.

As a further encouragement for exportation, the following bounties are granted:

	£.	s.	d.
For every barrel, containing 32 gallons of white herrings - - - -	0	2	10⅔
Ditto mackrel - - -	0	2	10⅔
Ditto herrings, red - - - -	0	1	10¼
Ditto, ſhotten - - -	0	1	1
Ditto, cod, ling, hake, haddock, glaſſing (colefiſh) conger eel, or any other ſpecies of wet fiſh -	0	2	2
Cod, ling, hake, haddock, glaſſing, otherwiſe colefiſh, and conger eel, dried, per cwt. - -	0	3	3
For every ton of oil from whale, or other fiſh -	3	0	0
Cwt. weight of fins - - - -	4	0	0

Beſieds allowance to be made as a drawback for the duty on foreign ſalt.

For the encouragement of the deep ſea Fiſhery, beſides the above bounties there is granted to the veſſel that ſhall, between the firſt day of June and 31ſt day of December, take the greateſt quantity of herrings—

The 1ſt, - -	80	guineas.
2d, - -	60	
3d, - -	40	
4th, - -	20	

Beſides theſe bounties, there is an hereditary duty impoſed on all foreign herrings of - - £. 0 2 6

And in the year 1786, - - 0 10 0

Making - 0 12 6

And no drawback allowed on exportation.

Theſe ſeveral papers, accounts, and obſervations, are collected with a view to call the attention of the numerous abſentees of Ireland, to make ſome return to that country for the

the immenſe drains of its treaſures, and to promote one ſource of wealth, which, if properly encouraged, would ſoon change the face of the weſtern parts of Ireland, which (notwithſtanding their ſituation, open to the trade of the whole world, and bleſſed with the moſt convenient ports) lie almoſt uncultivated, and ſcarce furniſh a town that is known in the entries of the Cuſtom-houſe. If one or more great trading companies were eſtabliſhed, they would ſoon find, beſides the ſupply of fiſh on the north-weſtern coaſts, that Connaught produces an abundance of beef and pork, that Fermanagh produces quantities of moſt excellent butter,* and that the whole country produces barley and oats, and beſides the linen and yarn manufacture (which flouriſhes in ſuch a degree in Donegal, Derry, Tyrone, and Monaghan) there are very good yarn ſtockings manufactured at Roſſes. All this produce is drawn by a very expenſive detour, to the more inconvenient ports on the eaſtern coaſt of Ireland, but would naturally go to the neareſt markets, when buyers were known to be eſtabliſhed at their own ports on the weſt.

* The expence of land carriage of cwt. weight of butter from Fermanagh to Dublin is 3s. whereas there is water carriage from every part of that county, to within three miles of the port of Ballyſhannon, in the bay of Donegal, and eſtimates have been made of compleating this navigation for the ſum of 8000l. The interior navigation extends for 50 miles up the country.

ERRATA.

Page 5. In Note *, l. 3, for *Hilleryes*, read Killeryes; and in Note ‡, after *prove the fact*, add, "As likewiſe by a letter from Glaſgow."

—— 6. Add the following Note—"There are at leaſt two thouſand boats "belonging to the county of Donegal, and ſix men to each."

—— 7. Line 3, after earth, add an aſteriſk thus *.

—— 12. Line 9, after fiſhers, add *.

—— 13. Laſt line in Note, for 19 and 11, read 5 and 6.

—— 56. In Note, l. 3. The export in the laſt ten years ſhould be 528,912, therefore the avarage annual decreaſe is but 13,677.

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SALTED HERRINGS *taken for Home C*

Years.	Salted herrings taken for home consumption.			Salted he
	Bar. red, 1000 to a barrel.	White.	Total. Barrels.	Barrels of herrings.
1751	11,244	1,739	12,983	54,568
1752	13,612	2,444	16,056	55,577
1753	7,660	2,742	10,402	37,295
1754	13,121	3,384	16,505	45,298
1755	18,043	5,769	23,812	60,490
1756	20,294	6,847	27,141	58,266
1757	26,852	6,172	33,024	49,540
1758	8,297	4,201	12,498	18,169
1759	12,600	2,894	15,494	22,221
1760	6,449	2,545	8,994	7,038
1761	5,809	1,386	7,195	13,650
1762	8,814	1,401	10,215	19,634
1763	5,711	2,147	7,858	15,171
1764	11,605	2,609	14,214	25,383
1765	8,244	4,421	12,665	14,066
1766	7,687	7,080	14,767	8,923
1767	10,942	3,741	14,683	19,644
1768	8,571	3,794	12,365	19,124
1769	9,169	3,510	12,679	15,840
1770	13,562	3,709	17,271	28,644
1771	10,378	3,981	14,359	12,706
1772	16,521	5,552	22,073	18,803
1773	21,845	7,558	29,403	7,875
1774	19,933	7,308	27,241	42,346
1775	14,504	5,757	20,261	32,576
1776	14,780	3,519	18,299	28,920
1777	12,938	6,765	19,703	12,115
1778	11,135	5,814	16,949	12,703
1779	19,317	8,352	27,669	18,942
1780	13,350	3,744	17,094	24,083
1781	12,769	4,394	17,163	19,386
1782	12,944	1,563	14,507	21,091

N.B. These TABLES taken from the Accounts laid before th

Home Consumption, and Exported.

Salted herrings exported from England.			Total herrings consumed and exported from England.
rrels of red herrings.	White.	Total. Barrels.	Total, red and white herrings.
54,568	4,860	59,428	72,411
55,577	7,229	62,806	78,862
37,295	5,020	42,315	52,717
45,298	5,921	51,219	67,724
60,490	8,453	68,943	92,755
58,266	9,407	67,673	94,814
49,540	10,942	60,482	93,506
18,169	8,043	26,212	38,710
22,221	8,167	30,388	45,882
7,038	12,274	19,312	28,306
13,650	14,475	28,125	35,320
19,634	10,210	29,844	40,059
15,171	9,042	24,213	32,071
25,383	6,759	32,142	46,356
4,066	13,425	27,491	40,156
8,923	7,060	15,983	30,750
9,644	6,748	26,392	41,075
9,124	4,526	23,650	36,015
5,840	2,723	18,563	31,242
8,644	3,966	32,610	49,881
2,706	2,487	15,193	29,552
3,803	741	19,544	41,617
,875	2,296	10,171	49,574
,346	2,655	45,001	72,242
,576	4,398	36,974	57,235
,920	9,417	38,337	56,636
,115	11,775	23,890	43,593
703	11,738	24,441	41,390
942	13,829	32,771	60,440
083	7,697	31,780	48,874
386	12,513	31,899	49,062
091	14,268	35,359	49,866

EXPORT of HERRI

Export of Herrings from	Cambell Town,	Air, Stranraer and Irvine,	Port Glasgow,	Greenock,	Shetland and Orkney,	Caithneſs,	Oban,
1751	6084	6961	2404	7395	2364		
1752	2773	3925	2214	6927	1006		
1753	6244	2204	3276	10,262	3482		
1754	6933	2656	3117	7574	5286		
1755	24,436	9519	4054	4675	4336		
1756	13,528	6631	4519	9072	5481		
1757	3271	8026	2924	6257	1133		
1758	5083	15,053	4346	11,878	4173		
1759	2846	10,828	1293	5422	1166		
1760	1712	2586	4329	5512	460		
1761	6026	6500	4692	7511	950		
1762	4895	1867	752	4438	1250		
1763	10,775	3774	2574	5700	941		
1764	2641	333	1894	1692	952		1827
1765	12,300	2330	1636	9628	1438		1028
1766	10,675	1977	2523	5270	3115		1054
1767	6390	1170	2509	6095	2565		381
1768	8474	2182	4687	7334	2539	523	1024
1769	6476	2418	1082	5811	2600		1185
1770	16,175	4467	3239	12,574	2039	1159	5132
1771	4313	2352	1289	14,176	1915	1877	1146
1772	5532	424	497	8711	14	3619	275
1773	14,638	2328	619	14,575	325	2285	1656
1774	12,137	2273	2608	18,535	530	953	546
1775	8122	2440	1319	13,702	48	450	1159
1776	14,186	4033	3721	22,897			797
1777	9709	3098	3800	21,714			
1778	8004	1809	5619	19,393			52
1779	10,673	691	5448	14,096			
1780	5075	129	4071	14,518			
1781	1768		2264	9150			
1782	396		2169	8819		11	

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N.B. The above TABLE i

Oban,	Stronaway,	Other Towns	Total.	Cod Dried.			Cod Wet.	Cod 14 Inches and upwards in Length.		
				Cwts.	*qrs.*	*lbs.*	*Barrels.*	*hund.*	*qrs.*	*No.*
		592	25,800	8040			15			
		1158	18,003	8198		7	57			
		952	26,420	9647	2		20			
		769	26,335	13,075	1	23	16			
		2409	49,429	7826	3	14				
		2225	41,456	10,817	1	14	34			
		2931	24,524	7992	1	9	107			
		1069	41,602	13,174	1	15	218	6	1	19
		502	22,057	12,580	1	7	14			
		188	14,087	11,139	2	14	19			
		717	26,396	8544	1	14	69			
		284	13,486	10,171	1	1				
		1501	25,265	11,057	3	14		5		24
1827		12	9351	11,582	1	1	32			
1028	1111	987	30,458	11,871		10	46			
1054	1185	1221	27,033	8173	1	1				
381	410	540	20,060	8117	3	10	9			
1024	706	715	28,184	10,967	3		1			
1185	3979	2073	25,624	9374	3	23	6			
5132	982	1675	47,442	9248	3	2	29			
1146	2872	1146	31,086	8802	1	21	36½			
275	1433	1174	21,679	7830		23	35			
1656	2198	1153	39,777	8307	3	18	3			
546	2968	2725	43,275	7412	2	7	6	151		6
1159	3178	2669	33,082	10,489	1	14	52½	76	3	24
797	3435	1096	50,165	11,017	3	8	3	229		17
	2197	699	41,217	12,302	1	8		441		7
52	546	197	35,620	8727		16		110	2	1
	988	214	32,110	6583		19		63	1	2
	1230	99	25,122	13,703		4	6	789		27
	900		14,082	14,485		1		16	3	12
	914	213	12,522	14,038		11	184½	144	1	

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ABLE is taken from Mr. KNOX.

An ACCOUNT *of* HERRINGS *imported from Great Britain, Total of Herrings imported to Ireland, and Iriſh Herrings exported from the Year* 1754 *to* 1786.

Years ending 25th March.	Herrings imported from Gr. Britain.	Herrings imported Total.	Iriſh Herrings, exported.
	BARRELS.	BARRELS.	BARRELS.
1754	13,929	15,558	1,407
1755	29,282	31,651	2,164
1756	28,999	30,277	1,697
1757	28,955	31,035	3,362
1758	29,960	31,330	2,890
1759	23,611	23,735	5,756
1760	17,038	17,039	8,607
1761	20,411	20,554	13,457
1762	21,388	22,233	5,101
1763	23,519	25,676	5,047
1764	14,932	23,594	5,454
1765	14,587	31,617	4,034
1766	35,552	61,283	3,931
1767	12,094	24,713	5,272
1768	16,640	39,903	2,607
1769	11,286	37,134	1,802
1770	22,891	46,547	3,205½
1771	12,952	39,734	7,067½
1772	10,445	44,688	3,770
1773	13,471	54,010	3,295
1774	24,824	62,134	5,072
1775	23,194	46,791	7,599
1776	18,947	43,286	15,192
1777	16,651	76,310	17,566
1778	9,778	30,919	13,511
1779	7,291	23,523	11,450
1780	11,526	20,049	16,229
1781	4,207	21,116	15,718
1782	1,816	3,617	26,663
1783	1,272	4,324	48,578
1784	7,750	13,261	23,398
1785	2,647	22,512	35,414
1786	2,360	2,385½	17,188½

N. B. Theſe accounts taken from the Return made to the Parliament of Ireland.

An ACCOUNT *of the Number of Veſſels entitled to Fiſhing Bounty, their Tonage, and the Bounty paid from the Year ending March 25, 1765, to the Year ending March 25, 1786, both incluſive, alſo the Bounty paid on Exportation of Herrings in ſaid Period from Ireland.*

Years Ending 25th March.	Number of Veſſels.	Tonnage.	Bounty paid.		Bounty paid on Export of herrings.		
1765	Nil.	- - -	- - -	-	- - -	- -	- -
1766	1	94 1/2	94	10			
1767	16	777 14/20	777	14			
1768	60	3,169 1/5	3,169	4			
1769	110	5,801 3/5	5,801	12	6	212	16
1770	85	4,510 7/8	4,510	17			
1771	309	11,979 4/10	11,979	8		10	14 10
1772	256	9,290 3/5	9,290	12		137	4 5 1/2
1773	265	10,188 3/5	10,188	12		206	
1774	187	7,209	7,209		4	73	2
1775	371	12,994 1/8	12,994	3		131	14
1776	369	13,466 9/10	13,466	18		344	18
1777	313	16,281 4/5	16,281	16	6	336	14 10
1778	357	13,075 7/8	13,075	17		691	14
1779	366	15,393 3/4	15,393	15	4	752	4 1
1780	408	15,441 1/8	15,441	3		1,022	13 9
1781	482	18,835 2/5	18,835	8		1,647	2 1
1782	328	12,439 1/4	12,439	5		1,004	1 4
1783	540	22,617 1/8	22,617	10		2,727	18 11
1784	403	16,422 19/20	16,422	19		2,818	11 10
1785	573	24,575 2/5	24,575	8		3,743	2 8
1786	370	15,336 3/10	15,336	6		883	7 2 1/2

An ACCOUNT *of the Number of Barrels of* WHITE HERRINGS *exported from Scotland, for ten Years, ending 5th January,* 1781.

FROM	TO	TO *Ireland.*	TO *other Parts.*	TOTAL BARRELS.
Jan. 5, 1771	Jan. 5, 1772	10,123	11,556	21,679
	1773	11,215	28,562	39,777
	1774	15,436	27,839	43,275
	1775	28,760	4,322	33,082
	1776	25,001½	24,363½	50,165
	1777	24,381	16,836	41,217
	1778	15,976	19,644	35,620
	1779	10,996½	21,113½	32,110
	1780	12,428	12,694	25,122
	1781	6,820	7,262	14,082
		161,937	174,192	336,129

GENERAL ACCOUNT *of the* Bounty Fiſhing Veſſels, *and others, that were at the* Roſſes Fiſhery *the following Seaſons.*

	1782.		1783.		1784.		1785.		1786.	
	No. of Ships.	Tonnage.	No. of Ships.	Tonnage.	No. of Ships.	Tonnage.	No. of Ships.	Tonnage.	No. of Ships.	Tonnage.
Veſſels on the bounty at Roſſes - - - - -	62	3204	117	6253	184	8407	196	9116	189	8809
Iriſh veſſels not on the bounty - - - - -	19	1061	15	772	14	766	10	413	14	729
Total of Iriſh veſſels at Roſſes - - - - -	81	4265	132	7025	198	9173	206	9529	203	9538
Engliſh - ditto - at ditto -	11	645	12	755	19	1054	34	1952	17	815
Scotch - ditto - at ditto -	10	555	51	3027	62	6416	75	3694	130	6565
Iſle of Man - do. - at do. -	8	430	8	403	20	1040	24	1070	20	849
Total of the Roſſes Fiſhery	110	5895	203	11,203	299	17,683	339	16,245	370	17,767

(Signed) ALEX. BRICE, *Inſpector of the Fiſheries.*

(9)